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CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

520/12073
CC&W
September 1, 1988
Mal Williams
392-7862

To: Land Use Committee

Subject: Final Report on Application No. 2073 to remove the Holding Symbol from the Zoning By-law applying to Precinct 7 of the Railway Lands.

Origin: City Clerk upon application by Canadian National Railway Co. and CN Real Estate on February 28, 1988. (c71luc88472:563)

Comments

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1. SUMMARY

CN has applied to have the Holding Symbol removed from the zoning designations for Precincts 7, 8 and 9 of the Railway Lands in accordance with the provisions of Section 11 of the Part II Official Plan for the Railway Lands. This report deals with Precinct 7 only. The applicant has also asked that the boundaries of Precinct 7 be exactly defined and that part lot control not apply within the precinct. The application has been circulated

and reviewed in accordance with Section 11.10 of the Part II Plan, and the applicant has amended the documents required by the Part II Plan in response to the comments resulting from this review.

The removal of the Holding Symbol from Precinct 7 is required in order for CN to redevelop the existing CN Express Building as part of a pedestrian walkway connecting the SkyDome Stadium to Union Station, which they are required to provide before opening day. Although the Holding Designation permits the construction of a public walkway, it must be removed in order to provide associated retail and office uses within the renovated building. The removal will also permit the full development of the entire precinct in the future, in accordance with the Concept Plan and Agreements recommended for Council approval. As described in this report and contemplated by the Part II Plan, CN intends that Precinct 7 be developed comprehensively with 151 Front Street.

This report recommends that the Holding Symbol be removed for Precinct 7, subject to the owners entering into the Agreements required by the Part II Plan. It also recommends that the precinct be exempted from part lot control. A further report is requested respecting the monitoring of the Environmental Agreement. The draft by-law to remove the Holding Symbol and the required Precinct and Environmental Agreements are to be included in the City Solicitor's report which is being submitted separately to your Committee.

2. BACKGROUND

The Part II Official Plan and Zoning By-law for the Railway Lands were adopted by City Council on August 16 and 17, 1985, and were approved as modified by the Ontario Municipal Board in its decision dated December 3, 1986.

The Part II Plan partitions the Railway Lands into 14 precincts containing one or more blocks as shown on map 1 attached. Although each precinct is zoned for development, for most precincts the zoning contains a Holding Symbol which restricts the development until certain conditions have been fulfilled, as more fully explained in Section 5 of this report. Precinct A, the Stadium Precinct, was not subject to a Holding Symbol, but was instead the subject of a site-specific zoning by-law.

Appended to the Part II Plan is a document called the Memorandum of Conditions which outlines in a general way the principles and conditions which govern the preparation of the precinct agreements which must be entered into as a condition of removing the Holding Symbol on a precinct by precinct basis. The responsibilities of

the owners and the City in developing each precinct are elaborated and implemented through the precinct agreements.

The first precinct agreement, which was prepared for Precinct A and is called the Stadium Precinct Agreement, contains many provisions which apply outside of Precinct A. Together, the Part II Plan, the Memorandum of Conditions and the Stadium Precinct Agreement provide the basis for precinct agreements for subsequent precincts.

3. PRECINCT 7

3.1 Precinct and Surrounding Area

Precinct 7 comprises an area in the Financial District B of the Railway Lands immediately to the north of the rail corridor between Simcoe and York Streets and extending to the north edge of Station Street (see map 2). To the north are the buildings at 151 Front Street West and Citibank Place within the downtown Financial District. To the west is the Metro Convention Centre and Hotel, and to the east is Union Station. The south boundary of the precinct is defined by the north edge of the rail corridor.

The precinct contains one four-storey building, known as 20 York Street which stretches from York Street to the Convention Centre hotel. The building, owned by CN, is presently unused and portions of it have been demolished preparatory to renovation. Along the north side of this building runs Station Street which, in accordance with the Part II Plan, the City has agreed to convey to CN, subject to conditions discussed in Section 14 of this report. The development block within this precinct consists of the land between York Street and the Simcoe Street alignment and includes Station Street. It has been previously referred to as Block 6 in the Railway Lands.

Over half of the land is owned by the City and is made up of the open and closed portions of Station Street. The Toronto Terminal Railway (TTR) has a long term lease over the closed portion which is subleased to CN. The remaining land is owned by the TTR, most of which is held by CN through long term leases. CN also owns the property at 151 Front Street.

3.2 Zoning

The precinct falls entirely within one zoning district, h(CR L8 U750). The removal of the Holding Symbol would permit the development of mixed commercial and residential uses up to a constant of 12 times the area of the lot. Commercial uses cannot exceed 8 times the lot area and residential uses cannot exceed 750

dwelling units per hectare. A component of street-related retail and service uses would be required to achieve nonresidential density in excess of 7.7 times the area of the lot. Of the total permitted commercial floor area, not more than 7 times the area of the lot may be used for offices.

The applicant has indicated an interest in using the density transfer provisions of the Railway Lands Part II Plan to increase the commercial component and decrease the residential component of a future development. However, the transfer of density is not a part of this application and will require a full rezoning in the future.

Based on the area of development parcels within the precinct, and on the assumption that the non-residential potential will be maximized, the zoning permits the following:

Uses	Density	Floor Area m2	Floor Area ft2
Office	7.0	49 216	529,785
Retail	1.0	7 031	75,684
Residential	4.0	(28 124)*	281 units
Total	12.0	84 372	

* This number varies with the size of the units and is based on an average unit size of 100 square metres.

4. DEVELOPMENT PROPOSAL

There are two phases of development proposed for Precinct 7: (a) the renovation of the CN Express Building to accommodate a major pedestrian walkway, and (b) a future comprehensive redevelopment of Precinct 7 and the property owned byCN at 151 Front Street West which is located in the downtown Financial District, outside the boundaries of the Railway lands.

The City and CN have agreed in the Stadium Precinct Agreement that CN is to construct a public walkway connecting the Stadium to Union Station through Precinct 7 in time for the opening of the Stadium, unless commitment to construct The Esplanade to York Street has been received from Marathon 12 months prior to stadium opening. This commitment was not received and therefore, CN proposes to accomplish its commitment by renovating the fourstorey building at 20 York Street (CN Express Building) to include a public walkway with direct connections to Union Station at one end and to a pedestrian bridge crossing over the railway tracks to the Stadium area at the other end. In order to have this work

completed for Stadium opening, CN claims that construction must begin in early October, 1988.

The proposed building will house a major 10 metre wide pedestrian walkway under a glass vault at the second floor level with minor retail areas along the walkway. The ground floor along Station Street will contain retail uses. A small office area and a restaurant are also to be included in the building. My report on Development Review for this proposal will be submitted to your Committee for consideration together with this report on September 27, 1988.

A pedestrian walkway alone could be buitl without removing the Holding Symbol. However, to include retail areas and office uses as proposed by CN within the renovated building, it is necessary to remove the Holding Symbol from the development site of the renovation which, in turn, has led to the application to remove the Holding Symbol from the whole precinct.

The comprehensive redevelopment of Precinct 7 with the property at 151 Front Street West is proposed for some future date. The guidelines contained in the Concept Plan, as described in SEction 8 of this report, indicate the potential form of this development, while allowing flexibility for a number of building options. Generally, one or two buildings could be developed, with their main entrances on Front Street and extending southward to the rail corridor. Another portion of the development could extend east along the south side of the precinct in the general location of the existing CN Express Building. Heights and relationships to the streets and neighbouring buildings are discussed in Section 8 in detail.

The potential development described by CN contains floor area on Precinct 7 at a density of about 8 times the lot area and, at 151 Front Street, up to about 12 times the lot area. While users are not specified in the Concept Plan, CN has indicated its interest in using the density exchange provisions of the Part Ii Plan, as discussed in Section 12 of this report, to increase the commercial uses on this precinct in exchange for a reduction in residential uses. The Precinct Agreement and Concept Plan recommended in this report do not deal with the issue of use, but rather with built form. Consequently, approval of these documents should not prejudice consideration of a later rezoning to permit the density transfer.

5. HOLDING PROVISIONS OF THE PART II OFFICIAL PLAN

The Part II Official Plan for the Railway Lands sets out a development strategy which utilizes the holding provisions of

Section 35 of the Planning Act, 1983, to ensure the orderly development of the Lands. Zoning By-law 612-85, which applies to these Lands, contains a provision which restricts the use of districts designated with the Holding Symbol "h" to railway uses and certain public uses, including a pedestrian walkway. The land within Precinct 7 is subject to this restriction (see map 2).

Sections 11.6 through 11.17 of the Part II Plan outline the procedure by which the Zoning By-law may be amended to remove the Holding Symbol from these districts. This involves the submission of the following documents for each precinct:

(a) a Precinct Plan;
(b) a draft Precinct Agreement;
(c) an Environmental Report;
(d) a draft Environmental Agreement; and
(e) a Concept Plan.

The Plan describes what is to be contained in each of the above documents. These documents have now been submitted for Precinct 7 and have been circulated to the relevant City and Metro departments, the Provincial Ministry of the Environment and the Boards of Education.

6. REVIEW OF THE APPLICATION

6.1 Procedure

The procedure for reviewing the application is outlined in Section 11.10 of the Part II Plan, and further detailed in my report dated September 17, 1985, which was adopted by City Council on October 7 and 8, 1985. It involves:

(a) a Preliminary Report
(b) the circulation of the application for comment,
(c) a Final Report, including the appropriate recommendation respecting the enactment of a by-law to remove the Holding Symbol,
(d) appropriate notice of a public meeting of the Land Use Committee to hear deputations,
(e) the public meeting, and
(f) a recommendation by the Committee that Council enact the proposed by-law once the necessary agreements have been entered into by the applicant.

As recommended in my Preliminary Report adopted on July 13,1988 and amended by my supplementary report on the Public Meeting adopted on August 10, 1988, the Land Use Committee will hold a public meeting to consider my Final Report on Precinct 7, the

draft by-law and the development review report for the proposed renovation and walkway at its regular meeting on September 27, 1988. These Reports, if adopted, could then be forwarded to the City Council at its meeting on October 3, 1988.

6.2 Documents Submitted

CN's February 26, 1988, application for Precincts 7, 8 and 9 included the following documents:

(a) a Concept Plan;
(b) a Precinct Plan;
(c) a draft Precinct Agreement;
(c) a Preliminary Environmental Report;
(e) a draft Environmental Agreement; and
(f) a Transportation Analysis.

These documents were supported by further explanatory material.

A complete Environmental Report was subsequently submitted on April 26, 1988, and a revised Transportation Analysis for Precinct 7 was received on May 9, 1988. The Commissioner of Public Works requested a further comprehensive Transportation Analysis which was submitted on June 13, 1988. Amendments to each of the documents have been provided by the applicant during the review process.

The Concept Plan is attached to this report in Appendix B. The maps from the Precinct Plan are included in Appendix C. The Environmental Report and the Transportation Analysis are on file with the Commissioner of Planning and Development. The City Solicitor is preparing final drafts of the Precinct Agreement and the Environmental Agreement and will report on these separately.

6.3 Circulation of the Application

The materials submitted by the applicant were circulated to the following departments, ministries and boards for comment: City Solicitor, Public Works, Parks and Recreation, Public Health, Housing, Toronto Historical Board, Metro Planning, Metro Community Services, Metro Roads and Traffic, Toronto Transit Commission (TTC), Toronto Board of Education, Metro Toronto Separate School Board, Ministry of the Environment and the Toronto Terminals Railway (TTR).

The City Solicitor will be providing his comments in his report respecting the draft by-law, the Precinct Agreement and the Environmental Agreement. The Metro departments and the TTC jointly responded through the Metro Commissioner of Planning. The

responses which I have received are attached in Appendix A. Their recommendations are outlined below.

6.3.1 Commissioner of Public Works

The comments of the Commissioner of Public Works respecting the Concept Plan, Precinct Plan and Precinct Agreement are contained in his letters dated May 17, July 15, August 12 and August 17, 1988. These are:

(a) The Commissioner requested the submission of a comprehensive transportation analysis;

(b) All legal descriptions and a reference plan of survey are required prior to the introduction of a bill in Council;

(c) The pedestrian bridge between 20 York Street and Union Station should be constructed in accordance with the provisions of the Stadium Precinct Agreement;

(d) An alternate north/south pedestrian route utilizing the Teamway on the west side of York Street will be required; and

(e) The easement which the City will retain upon conveying Station Street should be 8.0 metres wide.

The transportation analysis has been submitted to the satisfaction of the Commissioner of Public Works. Recommendation 5 of this report addresses item (b). Items (c) and (d) are to be secured through the Precinct Agreement, and item (e) should be secured in conjunction with the conveyance of Station Street.

The concerns of the Commissioner of Public Works respecting the Environmental Report and Agreement are contained in his letter dated May 2, 1988. These are:

(a) The table of Noise and Vibration Criteria/Guidelines which is to be attached to the Environmental Agreement incorrectly indicates the maximum Leq (dBA) for Hotel/Motel as 50 rather than 40;

(b) Sound levels for Through Traffic Sources and Idling Diesel Engines (Table 3) should include the source of idling engines; and

(c) As no standards exist for short-term peak noise levels from diesel engines, it may not be realistic or enforceable to require attenuation for such peak values.

Items (a) and (c) have been addressed in the Environmental Agreement, and the Environmental Report is being amended to address item (b).

6.3.2 Commissioner of Parks and Recreation

In his letter dated July 27, 1988, the Commissioner of Parks and Recreation expressed the following concern:

(a) the streetscape guidelines for the west side of Simcoe Street and the redevelopment of 151 Front Street should be secured in the Precinct Agreement.

The sidewalk on the west side of Simcoe Street will be constructed by the City with the Simcoe Street underpass. The sidewalks adjacent to 151 Front Street will be secured by the Precinct Agreement in the context of a comprehensive redevelopment.

6.3.3 Medical Officer of Health - Environmental Protection Office

The comments of the Medical Officer of Health are attached to his letter dated May 19, 1988. He has recommended the following:

(a) the accountability of the contractor and developer for following the Environmental Consultant's advice should be strengthened;

(b) the Commissioner of Planning and Development, in consultation with the Medical Officer of Health and the Commissioner of Public Works should report to the Land Use Committee at the earliest convenient date on monitoring and reporting; and

(c) the Medical Officer of Health has proposed several amendments to the Environmental Agreement, including amended sets of guidelines.

The proposed amendments in (c), which address many of the concerns of (a), have been included in the Environmental Agreement. Recommendation 6 of this report deals with (b)

6.3.4 Commissioner of Housing

In his letter dated May 3, 1988, the Commissioner of Housing indicates that he has no comments.

6.3.5 Toronto Historical Board

The Managing Director of the Toronto Historical Board indicated in his letter dated May 10, 1988 the opportunities for archaeological assessment which should undertaken in Precinct 7. His proposals have been incorporated in the Precinct Agreement.

6.3.6 Metropolitan Commissioner of Planning

The Metro Commissioner of Planning provided his comments on the Environmental Report and Agreement and on transportation issues in a letter dated June 30, 1988. He has the following comments:

(a) The Environmental Report should refer to the Metropolitan Commissioner of Works as receiving the reports and recommendations of the Environmental Consultant;

(b) The developer must adhere to the guidelines contained in the March 9, 1988 report from the Metro Commissioner of Works respecting the disposal of contaminated soils to Metro landfill sites;

(c) A minimum clearance of 18 feet is required below the pedestrian bridge across York Street;

(d) Future redevelopment of Precinct 7 should allow for the widening of York Street by providing sidewalks or alternative pedestrian facilities outside of the 66 foot right-of-way connecting with the teamway on the west side of York Street;

(e) Simcoe Street right-of-way should provide for 5-lane pavement width and wide sidewalks;

(f) Pedestrian walkway should have a minimum width of 30 feet, be accessible to the physically disabled and escalators be considered at the west end; and

(g) protect all options for the connection of the pedestrian walkway into Union Station.

The requirement for distribution to Metro Works in item (a) is to be included in the Environmental Report and item (b) is to be required in the Environmental Agreement. Items (c) and (f) are to be secured through Development Review. The pedestrian route in (d) is shown in the Precinct Plan and is to be secured in the Precinct Agreement. Appropriate setbacks are shown in the Concept Plan to address (e). With regard to item (g), the Precinct Agreement requires the construction of a pedestrian bridge to Union Station but allows for considerable flexibility in

determining the exact design of both the bridge and its connection to Union Station.

6.3.7 Metropolitan Community Services Department

The Commissioner of Community Services indicated no concerns in his letter dated June 28, 1988.

6.3.8 Ministry of the Environment

The comments of the Ministry of the Environment, Central Region, are contained in the letter dated May 12, 1988, from Mr. Mierzynski. The Ministry recommended the following:

(a) Schedule C (Soil, Groundwater and Stormwater Standards, Criteria and Guidelines) of the Environmental Agreement for Precinct A should also be used in this Environmental Agreement; and

(b) It is critical that the air quality consultant certify all building plans as being in accordance with the recommendations of the Environmental Report.

The Environmental Agreement will secure both (a) and (b) and my Recommendation 6 requesting a further report on monitoring responsibilities will also address (b).

6.3.9 Toronto Board of Education

The Toronto Board of Education has indicated by letter dated June 1, 1988, that it has no objection to the approval of the application.

6.3.10 Toronto Terminals Railway

The TTR has indicated in its letter dated July 13, 1988 that it reserves the right to submit revisions to the Precinct and Environmental Agreements for Precinct 7 to the Land Use Committee on or before September 7, 1988.

7. TRANSPORTATION

In the course of the approval process for the Railway Lands Development of which Precinct 7 is but one component, there was considerable discussion and debate regarding the transportation impacts of this and other future commercial development in the Central Area. It was recognized at the time, that in the long-term improvements to both the regional road and transit systems

will be required if the development levels permitted in the Central Area are to be satisfactorily accommodated.

In its decision of June, 1986 to approve the Railway Lands Development, the Ontario Municipal Board noted that, from a transportation planning perspective, the development of these lands had to be seen in the broader context of the long-term development of the Central Area as a whole. In this respect, it is interesting to note the following passages from the Board's decision:

> "As a consequence, the permitted development (of the Railway Lands) would have an insignificant impact on the need for major roadway and transit improvements as a consequence of general growth in employment in the Central Core...The Board has concluded from the evidence that the process used by Metro and the City for the provision of roadway and transit improvements is generally appropriate for the future transportation needs of the Railway Lands. The Board accepts the evidence that the framework for future transportation improvements exists in the CWTS and Network 2011, and that the situation is too fluid and complicated to be dealt with by a rigid schedule of specific construction projects over the next twenty to twenty-five years. Instead, it is appropriate to deal with the development of the Railway Lands along with other developments in the downtown area by means of the kinds of reviews and monitoring programs set out in the various documents in which the City, Metro, the TTC and others can participate in the considerations leading up to the decision to construct the facilities as needed."

In essence, the Board has endorsed an incremental approach to transportation planning improvements to serve the Central Area and this position is also reflected in a number of recent reports from my Department, most notably the 1986 Quinquennial Review and the June 30, 1988 report on Central Area Office Development. The regional transportation impacts of the development of Precinct 7 have to be reviewed in this broader policy framework for the Central Area as a whole as part of the ongoing strategic planning efforts of City and Metro staffs. Consequently, the comments that follow are largely addressed to the more local impacts of the Precinct 7 development proposal.

Current planning approvals permit 623,100 square metres (6.7 million square feet) of office space in Marathon Precincts 1,3 and 5 and 539,667 square metres (5.8 million square feet) in the CN Precincts A,7,8,9,10 and 11 subject to the removal of the holding designation which was imposed on all Precincts except for Precinct A.

Currently, 175,115 square metres (1.9 million square feet) of office/commercial space has been approved in Precinct A, which represents 15.1 percent of the total 1,162,767 square metres (12.5 million square feet) of permitted office space in the Railway Lands. The development of a net additional 49,217 square metres (530,000 square feet) of office space as proposed in Precinct 7 represents an addition of only 4.2 percent of the total permitted office space in the Railway Lands. This development, when combined with the approved development of Precinct A, represents the first 19.3 percent of development permitted on the Railway Lands.

The preceeding figures do not include proposals for 151 Front Street, which is outside the boundaries of the Railway Lands. It is also important to note that the full development potential for Precinct 7 is not to be constructed for some time, and that current development plans involve the renovation of the CN Express building at 20 York Street only.

As noted above, the approval of the Railway Lands Part II Plan was not made directly conditional on the implementation of any specific regional transportation improvements. However, some improvements to the local road network are currently underway, including the construction of The Esplanade between Spadina Avenue and John Street, the southerly extension of Peter Street, and the widening of the Spadina Avenue bridge over the railway corridor from four to six lanes including provison for an LRT right-of-way along the median. These improvements will provide additional capacity to the local road system and will help to alleviate some of the congestion which currently exists in the area during the peak periods. As a result, it is expected that the development of the 49,216 square metres of office space on Precinct 7, can be adequately accommodated by the existing road network, given the number of improvements to the road infrastructure which are currently underway.

At the site level, it is proposed that the current access from York Street and Simcoe Streets be maintained. This configuration is adequate and access to and from the site will be further improved with the future extension of Simcoe Street south from Front Street to Lakeshore Boulevard and the easterly extension of The Esplanade from John Street to Simcoe Street.

A consultant report entitled "Transportation Analysis for Precincts 7, 8 and 9 of City Place," dated June 1988, addresses the transportation impacts in more detail. The report concludes that the traffic generated by the proposed development of this site can be accommodated by the existing road network and the Commissioner of Public Works and I concur with this conclusion.

Given the proximity of this site to Union Station, a high degree of transit use is anticipated for both the TTC and GO Transit. The residual capacities of these systems can accommodate the anticipated additional ridership generated by the development of Precinct 7, even when accounting for the additional ridership generated by other major development proposals in the area (Scotia Plaza, BCE Place, CBC Broadcast Centre, etc.).

Finally, as noted by the Commissioner of Public Works in his letter of July 13, 1988 an important component of the proposal to develop Precinct 7 is the provision of pedestrian facilities required under the terms of the Stadium Precinct Agreement to serve the SkyDome Stadium. In my opinion it is vital that the planned pedestrian route from the Stadium to Union Station be in place by the time the Stadium opens in June 1989.

8. CONCEPT PLAN

Section 11.11.1 of the Part II Plan requires the submission of a Concept Plan prepared in accordance with Sections 11.8(a), (b) and (c) of the Part II Plan. The Concept Plan is to be consistent with Council's objectives on urban form and design issues as set out in Section 3.5 of the Part II Plan. The Concept Plan is to be capable of accommodating a range of built form solutions for a precinct and is intended to assist Council in both evaluating the conformity of the Precinct Plan with the relevant provisions of the Plan and evaluating development applications for review under Section 40 of the Planning Act, 1983.

The Concept Plan submitted by CN includes the property at 151 Front Street, which is not within Precinct 7. The comprehensive redevelopment of this property with Precinct 7 is specifically contemplated in the Part II Plan and it is therefore appropriate to include guidelines for its development in the Concept Plan.

The Concept Plan has been amended in response to comments received in the review of the material. In my opinion, as revised, it is consistent with the objectives of the Part II Plan and with the obligations set out in the Memorandum of Conditions and the Stadium Precinct Agreement. The Concept Plan has taken into account a series of complex building form relationships and public connections unique to this precinct.

Section 11.8 of the Part II Plan lists the information that a Concept Plan shall show. It consists of both drawings and written material which are contained in Appendix B to this report. The following detailed discussion in this section is organized under the headings of the required information.

8.1 Setback and/or Build-to Lines.

The Concept Plan identifies build-to lines with specified heights along the building frontages and expression lines which may be points of vertical setback or other form of architectural expression. Build-to lines along Front Street and Simcoe Street provide clear definition to the streets. The building frontages are to be set back 5.6 metres from Front Street and 6.1 metres from Simcoe Street to provide adequate sidewalk widths. A series of recommended expression, transition and setback lines have been established to ensure that buildings will relate to the immediate urban context and streetscape. A written explanation of build-to lines, expression lines and setbacks is included in Appendix B and forms part of the Concept Plan.

8.2 Built Form Envelopes.

The distribution of development within the precinct has been indicated primarily by maximum and minimum building outlines and by maximum building heights. A variety of height limits have been recommended in the Concept Plan to reinforce the scale and definition of public streets and to relate to adjacent developments while still allowing for a variety of built form solutions. As allowed for in Section 11.8(c) of the Part II Plan, some of the height limits indicated in the Concept Plan are lower than the maximum heights established in the Zoning By-law. The existing stone portion of the CN Express Building at York Street should be preserved and a height limit matching the existing height has ben established.

In order to break the potential continuous wall of building as viewed from the north or the south, at least one significant break has been established in the building mass (options A and B) to permit light penetration and sky views from Front Street toward the south.

8.3 Private Open Spaces

The maximum and minimum extent of decking are indicated on the Plan. An open space or atrium is recommended at the deck level adjacent to the landscaped space at the west side of Citibank Place. This open space is at the intersection of the east-west pedestrian walkway and a proposed mid-block walkway across the Citibank land. This element would require the co-operation of the owner, Marathon Realty.

A portion of the site adjacent to Station Street at the east end of the precinct will remain open. A high quality landscape treatment of this area is required.

8.4 Arcades, Canopies and other Weather-Protected Routes

Setbacks from both Front Street and Simcoe Street have been required to facilitate pedestrian movement along the sidewalks. Canopies are required along both frontages to provide shelter. An arcade may be provided along Front Street to provide a covered pedestrian route. Other weather-protected routes are described in Section 8.7 below.

8.5 Parking and Service Access

Servicing is to occur from a service lane on the existing Station Street alignment with access off Simcoe and York Streets. Parking is to be provided below the Front Street grade with access at the same two points.

8.6 Principal Pedestrian Entrances.

Principal entrances into building lobbies are to be located along Front Street with the exception of a zone extending east 6 metres from Simcoe Street where vehicles dropping off passengers would interfere with traffic at the intersection. Other pedestrian entrances are to be located at either end of the pedestrian walkway described below.

8.7 Public Pedestrian Routes

Precinct 7 lies between Union Station and the SkyDome Stadium. One of the principal public requirements is to accommodate substantial pedestrian movement between these two facilities. A major east-west pedestrian walkway is required by the Part II Plan between Simcoe Street and Union Station as shown on drawing A2.1, Appendix B, and secured in the Precinct Agreement. It is linked to Union Station by means of a bridge over York Street, through the CN Express Building and to the SkyDome Stadium by a temporary pedestrian bridge over the rail corridor which is required by the Stadium Precinct Agreement to be provided until other suitable pedestrian routes are developed along The Esplanade West and under the rail corridor to Union Station.

North-south pedestrian traffic will be accommodated along the west side of York Street by a walkway to be developed within the teamway under the rail corridor, in conjunction with the development of the Marathon lands. A mid-block connection is also to be provided from Front Street to the east-west walkway as part of the future comprehensive redevelopment of Precinct 7.

8.8 Street-Related Uses

The Zoning By-law requires that a minimum of 60% of the aggregate frontages of the lot contain street-related retail and service uses in order to achieve the full non-residential density. The Concept Plan indicates the preferred location for these uses along Front Street and Simcoe Street.

8.9 Linkages to Adjacent Precincts

Connections to adjacent precincts and the downtown have been illustrated on drawing A2.1, Appendix B. These include the future extension of Simcoe Street under the rail corridor for vehicles and pedestrians in conjunction with the development of the Marathon lands. The temporary pedestrian bridge over the rail corridor to connect to the Stadium is required until other suitable pedestrian routes are developed along The Esplanade West and under the rail corridor to Union Station. Pedestrian bridges are shown connecting over York Street to Union Station and possibly to L'Hotel and the Convention Centre over Simcoe Street. The Concept Plan also includes pedestrian tunnel connections through the teamways flanking York Street and Simcoe Street, through Citibank Place and under York Street at Front Street.

8.10 Noise Control

Noise and vibration control is dealt with in the Environmental Agreement. The recommendations of the noise and vibration study have been appended to the Concept Plan.

9. PRECINCT PLAN

The Precinct Plan is a document containing, in graphic and written form, the detailed site-planning information required by Section 11.7 of the Part II Plan. It describes and locates existing and proposed facilities to be provided within the precinct, and the manner in which certain matters are to be undertaken. These facilities and matters are to be secured through the Precinct Agreement as the Precinct Plan itself has no continuing status after the Holding Symbol has been removed.

The Precinct Plan comprises written material addressing each of the requirements of Section 11.7 of the Part II Plan, and the following four drawings which are contained in Appendix C to this report:

A2.1 - Concept Plan
B1 - Existing Services
B5 - Station Street Private Lane
D1 - Streets

Comments on the Precinct Plan are presented below with reference to each of the requirements of the Part II Plan:

(a) and (b) Location and Details of Streets

The Railway Lands Part II Plan contemplates changes to three public streets within the boundaries of Precinct 7: the closing of Station Street, the extension of Simcoe Street southerly and the possible widening of York Street.

(i) Station Street

Station Street consists of an open portion about 6.1 metres wide and a closed portion about 13.9 metres wide which has a perpetual lease to the TTR and is sublet to CN. In accordance with Section 10.1.5 of the Part II Plan, both the closed and the open portions of Station Street are to be conveyed to CN subject to certain conditions as described in Sections 10.4 and 14 of this report.

When the open portion is closed and conveyed in the context of a comprehensive redevelopment of the precinct, it is to be replaced by a private service lane in the same location as shown on drawing B5, Appendix C. The lane, which the Commissioner of Public Works has indicated should have a width of 8.0 metres, will connect to both York Street and Simcoe Street at present grades.

(ii) Simcoe Street

In accordance with Section 8.2.5 of the Part II Plan, Simcoe Street is to be extended southerly under the railway corridor by means of a tunnel as indicated on drawing A2.1, Appendix C. In accordance with the Memorandum of Conditions and the Stadium Precinct Agreement, the City will design and construct the street extension and tunnel in conjunction with the development of Precincts 3 and 5 and Marathon constructing the southern portion of Simcoe Street. The Precinct Plan, therefore, does not include the details of the design of this extension.

(iii) York Street

York Street may be widened south of Front Street at some future date by Metro if pedestrian movement can be accommodated. The widened pavement would take up the entire road allowance through the underpass. This would mean that sidewalks would have to be accommodated on adjacent private property as discussed below. The widening of York Street is to be carried out as feasible, and is not the responsibility of CN.

(c) Sidewalks

In the event that Metro does widen York Street, the sidewalk on the west side of York Street would need to be replaced by a pedestrian walkway extending through the teamway beneath the rail corridor. This pedestrian connection, shown on the Concept Plan drawing A2.1, Appendix C, will be required to be provided by Marathon in conjunction with the development of Precinct 3. The portion of this route within Precinct 7 is to be provided by CN and will connect the teamway through the CN Express Building to the York Street sidewalk to the north and to a future pedestrian route through Citibank Place connecting to the tunnel below York Street. Marathon has indicated that they are prepared to provide such a connection within Citibank Place.

Widened sidewalks are to be provided in conjunction with the redevelopment of Precinct 7 together with 151 Front Street West along Simcoe Street and Front Street as shown on drawing A2.1, Appendix C.

(d) and (e) Municipal Services and Utilities

The existing services are shown on drawing B1, Appendix C for the precinct. No new services are proposed to serve future development, as existing services are considered to be sufficient. Connections will be necessary to Front Street.

(f) School and Community Centre

No facilities are required or planned in Precinct 7.

(g) Transit Facilities

The proposed pedestrian bridge over York Street provides direct access to Union Station and to the GO Station, the YongeUniversity subway, the future Harbourfront LRT and bus service on Bay Street and on Front Street.

(h) Lands for Housing or Parks

No land is to be provided to the City for housing or parks purposes within this precinct.

(i) Sidewalk Treatment

Sidewalks adjacent to new development within Precinct 7 and adjacent to 151 Front Street, when it is comprehensively redeveloped with the precinct, are to be paved and landscaped in accordance with the design on drawing D1, Appendix C.

(j) Pedestrian Bridges and Tunnels

Drawing A2.1, Appendix C indicates a permanent weather-protected pedestrian bridge over York Street connecting to Union Station, a temporary pedestrian bridge over the rail corridor leading to the SkyDome and a possible future pedestrian bridge over Simcoe Street leading to the hotel and Metro Convention Centre.

(k) Railway Relocation

No railway relocation is required in this precinct.

(l) Environmental Safeguards and Measures

The methods of implementing environmental safeguards are dealt with in the Environmental Report and Agreement and do not require any facilities to be shown in the Precinct Plan.

(m) Linkages to Adjacent Precincts

Linkages shown on drawing A2.1, Appendix C include the following:

- a pedestrian walkway linking the SkyDome to Union Station;
- future roadway and sidewalk through the Simcoe Street tunnel; and
- future pedestrian walkway through the teamway on the west side of York Street and extending north through Citibank Place to the pedestrian tunnel under York Street.

As discussed elsewhere in this report, the pedestrian walkway linking the SkyDome with Union Station is required by Section 5.01 of the Stadium Precinct Agreement on a temporary basis. Ultimately, when The Esplanade West is extended from the Stadium to York Street and adequate pedestrian facilities have

been provided to give access to Union Station, the bridge over the rail corridor will no longer be required.

(n) Archaeological Resources

The archaeological history of the precinct is outlined in the "Soils" section of the Environmental Report. The approach to be taken in further assessment of the precinct is contained in the Archaeological Strategy Document and related provisions in the Precinct Agreement.

(o) Public Art and Cultural Facilities

The approach to be followed in the provision of public art within the precinct is described in the Public Art Guidelines as discussed in Section 10.8 of this report.

10. PRECINCT AGREEMENT

10.1 Context

The Precinct Agreement sets out the obligations of the City and the owners of the land within Precinct 7 with respect to matters dealt with in the Precinct Plan. It implements the undertakings outlined in the Memorandum of Conditions as they apply to Precinct 7 and supercedes and replaces the Memorandum of Conditions in respect of Precinct 7.

The Agreement identifies the boundaries of Precinct 7 and defines the northern boundary of the Rail Corridor within Precinct 7 as shown on a draft plan of survey (Map 3) and represented on Map 2 attached. Many of the provisions of the Stadium Precinct Agreement which apply to Precinct 7 have also been incorporated in this Agreement .

I am recommending that the City Solicitor report on the form of this Agreement to be considered together with this report at the Public Meeting on September 27, 1988.

10.2 Sidewalks

There are no new streets being developed by CN in conjunction with the development of Precinct 7. The Agreement provides, however, that CN will improve at its cost the public sidewalks abutting any development site for development in excess of 20 000 square metres of non-residential gross floor area in conjunction with that development. If 151 Front Street West were to be included in a redevelopment of the precinct, the sidewalks adjacent to it on Front Street and Simcoe Street would be similarly improved. The

typical design of paving and planting to be provided is indicated on drawing D1, Appendix C.

10.3 Pedestrian Walkways

CN has agreed in the Stadium Precinct Agreement to provide and construct a Pedestrian Walkway linking the Stadium to Union Station on or before Stadium Opening Date. The portion of the Walkway which falls within Precinct 7 is more particularly secured in the Precinct Agreement. It consists of a portion of the bridge spanning the rail corridor at Simcoe Street, the redevelopment of 20 York Street to include a walkway through the building at the second level and a bridge crossing York Street as shown in drawing A2.1, Appendix C.

CN will grant the City a licence at no cost for public use of the Walkway at all times for a period of up to 200 years. The Walkway is to be maintained at all times throughout this period by CN. When The Esplanade West has been opened between John Street and York Street and the City is satisfied that suitable alternative north/south pedestrian connections have been provided along York Street to Union Station, the licence will terminate and CN has the option of removing the north/south bridge over the rail corridor. Alternatively, CN may offer the bridge to the City to use and maintain.

A condition of the conveyance of Station Street, in accordance with Section 10.1.5 of the Part II Plan, is that CN will provide a high quality, weather-protected east/west pedestrian connection linking Union Station and Simcoe Street. The pedestrian connection is to be fully accessible to the public during the hours of TTC subway operation and is to be approximately equivalent in area and dimensions to the travelled portion of Station Street. This requirement could be met by the portion of the Pedestrian Walkway within the CN Express building and the bridge over York Street as described above or by a similar walkway within a comprehensive redevelopment of the precinct.

CN is also to provide a north/south public walkway at grade at the east end of the precinct within 17 metres of York Street connecting a future pedestrian route through the teamway on the west side of York Street, to the north boundary of the precinct and the adjacent Citibank Place and connecting to the public sidewalk on York Street. This five metre wide connection, a portion of which may be within a building, is to be made fully accessible to the public by CN at all times.

10.4 Conveyance of Station Street

In accordance with Section 10.1.5 of the Part II Plan and as more particularly set out in the Memorandum of Conditions and the Stadium Precinct Agreement, the City has agreed to convey to CN the closed portions of Station Street as soon as reasonably possible for a nominal consideration. The City has also agreed to close and convey to CN the open portion of Station Street at a nominal consideration once CN has completed the Stadium infrastructure elements, a parks design relating to the Stadium area and the conveyance of certain streets and parks identified in the Stadium Precinct Agreement. Alternatively, the City will convey the open portion of Station Street when CN has conveyed to the City a portion of land within Precinct 9 of equal area to the portion of the street to be closed. (CN has applied to remove the Holding Symbol from Precinct 9 which is located at the south-east corner of Front Street West and Spadina Avenue.)

It is CN's position that, as a condition of the commencement of the Precinct Agreement, the City will have completed the conveyance of the closed portion of Station Street. This matter is discussed in Section 14 of this report.

Similar terms to those of the Stadium Precinct Agreement are to be included in this Agreement. These conveyances are to proceed generally in accordance with the Stadium Precinct Agreement.

10.5 Simcoe Street Tunnel

In order to extend Simcoe Street south to connect to the proposed vehicular tunnel under the rail corridor, the City must remove a portion of the CN Express Building. CN has agreed in Section 5.18 of the Stadium Precinct Agreement, as prescribed in Subsection 5.1 (d) of the Memorandum of Conditions, to convey to the City, free of cost, all necessary easements, rights of way, subleases or approvals to permit the removal by the City of the portion of the CN Express Building now constructed over the projected extension of Simcoe Street south of Front Street. These areas are shown as Parts 13, 5, 6 and 9 on the draft survey plan attached as map 3 to this report. This conveyance would take place after the City has conveyed both the open and closed portions of Station Street to CN as described in Section 10.4 above and when the City has approved a budget for the construction of the tunnel.

The Precinct Agreement for Precinct 7 repeats these Stadium Precinct Agreement obligations and also specifies how the interests in the land are to be conveyed. It also spells out the responsibilities of the City for repairing any damage done through the demolition and replacement of any pedestrian connections

removed in the process. The City will seek to obtain the fee simple interest in this land. A lease or sublease may be acceptable until the TTR declares the land surplus to its needs. CN has agreed to surrender its leases from TTR to the City when the City is ready to proceed with the tunnel construction. If CN obtains ownership of the land, it will transfer the land to the City.

At the time of tunnel construction the City will be responsible for the demolition of the portion of the CN Express building over the Simcoe Street extension. Alternatively, CN has offered to demolish this portion of the building for the City in conjunction with the renovation of the building for the Pedestrian Walkway at the City's expense. The City also agrees to permit CN to construct an acceptable pedestrian connection across Simcoe Street within the zone shown in the Concept Plan (drawing A2.1, Appendix C).

10.6 Municipal Services

The City will give CN the necessary permissions to connect all City services required for the development of Precinct 7 without fee subject to the approval of the Commissioner of Public Works. The City will also use its best efforts to secure releases from the utilities for easements that become surplus as development occurs.

10.7 Heritage

The City's policy respecting archaeological resources in the Railway Lands referred to in Section 7.6 of the Part II Plan is appended to the Precinct Agreement. This archaeological strategy is more specifically applied to Precinct 7 through the requirements of the Agreement.

CN will give the City access to the site three months prior to construction in order to assess potential archaeological resources and to undertake necessary recording and conservation work. CN will retain a licenced archaeologist to undertake the assessment by digging test trenches within the CN Express Building and reporting on the archaeological evidence to the Toronto Historical Board. The Board in consultation with the Commissioner of Planning and Development will report to City Council recommending any further action to be taken. Further archaeological work where necessary would be undertaken with CN paying one third of the costs and the City the balance on the basis of a total maximum budget of $30,000. Any such work beyond the digging of an initial test trench in 20 York Street could be deferred by agreement to a

period starting three months prior to the commencement of further comprehensive redevelopment of the precinct.

The City will also have an opportunity within 24 hours of any discovery by the contractor or engineer, to examine the site and any finds and to further examine excavation material from an area of particular archaeological interest.

Any archaeological finds will be public property to be put in a recognized conservation or museum facility. CN may also borrow the items found on the site to display within the new development if appropriate security and environmental conditions can be provided by CN.

10.8 Public Art

The City's policy regarding the provision of public art within the Railway Lands as set out in Sections 3.7 and 11.7(o) of the Part II Plan is incorporated in the Precinct Agreement in the Public Art Guidelines which are appended to it. The Guidelines outline the options available to the developer of a project in Precinct 7 to provide public art within the public areas of the development and sets out the process through which this should be accomplished.

The Agreement requires that for each development within Precinct 7 the owner shall ensure that an amount equal to one percent of the gross construction costs of the development is provided for a public art program in accordance with the Public Art Guidelines. The process involves an assessment by the City, in consultation with the developer and the Public Art Commission, of the suitability of various public areas of the site for public art. The four options for complying with the public art requirement which may be used alone or in combination are as follows:

(i) The applicant may donate 1% of the gross construction costs to the City's capital budget for public art projects;

(ii) The applicant may commission or purchase art works to the value of 1% of the gross construction costs, such works to be site-responsive and appropriately distributed in public areas of the development;

(iii) The applicant may invite the collaboration of artists in the design of public aspects of the building and/or public spaces to a value of 1% of the gross construction costs, in appropriate areas of the proposed development; and

(iv) In combination with one of the other options, the applicant may provide up to 5% of the public art budget for approved exhibition programs or artist performances.

For option (i), the applicant will pay the contribution to the City prior to the issuance of a building permit.

For option (ii), the applicant will submit to the City an art program for the lands. This will include the method of selection of artists, the proposed location or locations of works of art, the budget and proposed timing for each part of the art program. My staff and the Toronto Art Commission will review the proposed art program and make a recommendation to Council prior to the issuance of a building permit.

For Option (iii), the applicant will establish an internal Public Art Advisory Committee consisting of four members; a representative of the developer, a representative of the architect for the development, an independent architect, and an independent public art expert. The Public Art Advisory Committee will prepare a list of artists and a process of selection which will be submitted for approval by my staff and the Toronto Public Art Commission. Proposals for collaborative art works will be reviewed by the Public Art Advisory Committee and a program of collaborative art for the development will be prepared. The program will include the type of collaborative art work, the role of the artists in the design team, the general distribution and location of the art works, their timing and estimated budget. The budget will reflect the estimated cost of the collaborative art above the base cost of the building element without the artists' collaboration. The applicant will submit the proposed art program and draft contracts with the artists to my staff and the Toronto Public Art Commission for approval with the development review for the proposed development. Following approval, the applicant will enter into contracts with the selected artists and proceed to implement the collaborative art as part of the development. The collaborative art works must be completed within six months of the date of substantial completion of the development.

For Option (iv), the applicant will submit to the City a program for the funding and management of an exhibition or performance program for the proposed development. This will include the proposed location or locations of performance or exhibition areas, but will not include the cost of exhibition or performance facilities. My staff and the Toronto Art Commission will review the proposed art program and make a recommendation to Council prior to the issuance of a building permit.

10.9 Part Lot Control

CN has required as a condition of the commencement of the Precinct Agreement that the City pass a by-law releasing the precinct from the subdivision and part lot control provisions of the Planning Act. The Agreement provides that the City will exempt Precinct 7 from these provisions at the time it executes the agreement. This issue is discussed further in Section 13 of this report.

10.10 TTR Consents

Section 2.4(a) of the Memorandum of Conditions requires that no precinct plan shall be approved without the provision of the consents from TTR necessary to implement the precinct plan. These consents are required to be attached to the Precinct Agreement. CN has indicated that all necessary consents will be secured and will be attached to the Agreement. CN will also provide evidence to substantiate instances where TTR's consent is not required.

10.11 Term and Registration

The Precinct Agreement is to be registered against all the land within the precinct with the exception of land comprising the open portions of York and Simcoe Streets. The owners of the land, the TTR and the City of Toronto (Station Street), and the developer and tenant of long-term leases (CN) will be parties to the agreement. The Precinct Agreement will terminate when all of its provisions have been satisfied.

11. ENVIRONMENTAL REPORT AND AGREEMENT

11.1 Environmental Report

The Environmental Report is required in Section 9.1 of the Part II Plan to assess the major factors of Noise and Vibration, Air Quality and Climatic conditions, Soil conditions and Toxicity, Water Pollution, Accident Risk assessment and environmentally sound construction practices. The report submitted by CN was prepared by several consultants to address each of these factors.

The section on Noise and Vibration was prepared by Valcoustics Canada Ltd. Microclimatic studies including Air Quality review, Pedestrian Level Winds, Sun/Shade study and a Snow Impact study for the railway corridor were prepared by Rowan Williams Davies & Irwin Inc.(RWDI) The sections on Soil and Groundwater Conditions, Risk Assessment and Construction Control were prepared by Bruce A. Brown Associates Ltd.

11.2 Environmental Agreement

In accordance with Section 9.2 of the Part II Official Plan, the Environmental Agreement contains provisions sufficient to ensure that the safeguards and measures set out in the Environmental Report are adequately secured. The Agreement is essentially the same in both form and substance as that for the Stadium Precinct. It contains amendments as recommended by the Medical Officer of Health and the Ministry of the Environment.

I am recommending that the City Solicitor report on the form of this Agreement to be considered together with this report at the Public Meeting on September 27, 1988.

11.3 Noise and Vibration

The results of the noise and vibration assessment indicate that through use of appropriate acoustical design of buildings, the applicable noise and vibration guidelines can be achieved for both renovation and redevelopment.

For the renovation of the CN Express Building, the Development Review drawings should be reviewed by an acoustical consultant and comments relating to noise and/or vibration isolation and mitigation provided prior to the normal working drawing stage acoustical review. From present indications, the CN Express Building would require a central air conditioning system and sealed windows on the south wall, adjacent to the rail corridor, to meet the Sound Transmission Class requirements.

For further redevelopment of the precinct, the standard City process that requires certification of working drawings by a qualified acoustical engineer prior to issuance of building permits will have to be followed. This will be secured in the Environmental Agreement.

The recommended Noise and Vibration Criteria/Guidelines are contained in Schedule A to the Agreement. The applicant for any development proposal shall submit to the City a Noise Impact Statement as required by the Commissioner of Public Works based on the above Criteria/Guidelines indicating any abatement measures to be incorporated into the design and construction of the development proposal.

Prior to occupancy of any building in Precinct 7, a qualified noise consultant together with the architect or engineer for the building shall inspect the building and certify that all noise and vibration abatement measures have been properly implemented.

11.4 Air Quality

Where central air conditioning is provided, particularly in the renovation of 20 York Street, air intakes should not be located on the south or east sides of the building because of railway engine emissions and vehicular emissions from the York Street underpass. Inoperable windows are recommended to avoid problems with local air quality impacts. Air exhausts from the building would be best located along the south side.

The Environmental Agreement requires the applicant for a development proposal within Precinct 7 to submit to the City a report prepared by a qualified air quality consultant in conjunction with a development review application indicating the specific measures to be incorporated in the design and construction of the proposed building in order to ensure that the air quality within it will be satisfactory. Working drawings submitted for a building permit must be certified by the consultant as having incorporated the recommended measures.

Prior to occupancy of any building in Precinct 7, a qualified air quality consultant together with the architect or engineer for the building shall inspect the building and certify that all air quality abatement measures have been properly implemented.

11.5 Pedestrian Level Wind Conditions

Based on a comparison of the existing situation, the renovation of 20 York Street and full development of the precinct with 151 Front Street West, the study indicates that pedestrian level wind conditions within and around the precinct generally improve with increased development. Wind conditions will be similar to existing downtown areas with uncomfortable conditions in several locations during the winter months.

The Environmental Agreement requires the applicant of a development proposal within Precinct 7 to submit to the City a pedestrian level wind study prepared by a qualified wind consultant in conjunction with a development review application indicating the specific measures to be incorporated in the design of the proposed development in order to achieve satisfactory pedestrian level wind conditions.

11.6 Snow Accumulation

Snow accumulation on the rail corridor was studied to find what effect the wind patterns created by new development might have on switch operations and the possibility of train delays. The study indicated there would be no significant change to the number of

weather-related train delays and that full development of the precinct may actually cause a slight decrease in the number of delays.

The pedestrian bridge crossing the rail corridor could alter snow drift locations which might result in switching problems near the bridge.

The Environmental Agreement requires the applicant of a development proposal within Precinct 7 to submit to the City a snow control study prepared by a qualified consultant in conjunction with a development review application indicating the specific measures to be incorporated in the design of the proposed development in order to mitigate any associated adverse snow conditions in the rail corridor.

11.7 Sun and Shade

The redevelopment of the precinct would not significantly affect the amount of sun on the rail corridor, however minor increases in shading would be experienced along Front and Simcoe Streets. No major public open areas should be affected by increased shading.

The Environmental Agreement requires the applicant of a development proposal within Precinct 7 to submit to the City a sun/shade study prepared by a professional engineer in conjunction with a development review application indicating the sun/shade patterns which will be caused by the proposed development and recommending remedial measures to be taken in order to minimize any adverse conditions on publicly accessible open spaces.

11.8 Soil, Groundwater and Stormwater

The original Toronto Bay shoreline lay along the southern boundary of Precinct 7. The elevations of Front Street and Station Street are today very close to the original grades so that less than 1 to 2 metres of fill would be expected under 20 York Street. For the renovation of 20 York Street very little of this would be disturbed.

At the time of redevelopment of Precinct 7, parking and service requirements will dictate multiple underground levels. This would be largely excavated into Georgian Bay Formation bedrock. While excavations into rock yield little or no water infiltration, even below lake level, care is required to ensure that disposal of precipitation from excavations to the sewer systems meets Metro By-law 148-83 requirements for suspended solids concentrations.

For the construction of the Simcoe Street tunnel, a program of soil quality assessment should be included with the geotechnical investigations. Routine testing and inspection will be required to recommend places of disposal for surplus fill.

Because the area was never used for large scale industrial manufacturing or storage, and only very limited volumes of fill are anticipated, it is unlikely that any major problems with soil or groundwater quality will be encountered. Routine inspection and testing programs are recommended to ensure satisfactory conditions; however, the site need not be treated any differently from any other Core Area redevelopment.

The Environmental Agreement sets out a procedure for the management and monitoring of soil removal, groundwater and stormwater. CN agrees not to commence construction in Precinct 7, except for a renovation, until a Soil, Groundwater and Stormwater Quality Management Program has been approved. An Environmental Consultant and, where required, a Specialist Environmental Consultant are to be selected by the Commissioner of Planning and Development in consultation with the Commissioner of Public Works and the Medical Officer of Health from a list prepared by CN. Their fees are to be paid by CN.

It will be the responsibility of the consultant to prepare a Quality Management Program to set out the recommended practices and procedures to be followed by contractors engaged in excavation, soil removal, dewatering and stormwater management. The consultant will also monitor the construction activity, keep records and prepare regular reports to the Ministry of the Environment, CN, the Commissioner of Public Works, the Commissioner of Planning and Development, the Metro Commissioner of Works and the Medical Officer of Health.

The Environmental Consultant will also identify and report any environmentally unsound conditions which cannot be satisfactorily dealt with by the Quality Management Program and make recommendations respecting the elimination, alleviation or mitigation of these conditions.

If any of the reviewing agencies are dissatisfied with the reports or the recommendations of the Environmental Consultant, they may require a review of the reports or recommendations by a Specialist Environmental Consultant.

CN will ensure that all construction contracts will contain clauses in which the contractor agrees to abide by direction from the Environmental Consultant on practices for achieving the

following guidelines, criteri and standards which are attached to the Agreement:

(a) OMOE Lakefill Quality Guidelines;

(b) Ontario Regulation 309 Leacheate Quality Guidelines;

(c) OMOE Recommended Soil Clean-up Criteria; and

(d) Metropolitan Toronto Sewer-Use By-law (148-83)

11.9 Risk Assessment

The Risk Assessment section of the Environmental Overview Report for the Railway Lands prepared by Delcan in 1984 identified the rail corridor as an area of very minor risk because of low train speeds, high levels of control and maintenance required of the TTR, and reductions in freight traffic. Because through freight, using the relocated High Line tracks, will be diverted south of the Union Station platforms, at low speed, any trains carrying dangerous goods would not pass immediately south of the precinct. Central air conditioning and fixed fenestration will further protect occupants, since air intakes will be away from the rail corridor. Other potential sources for accidents around the precinct are no different than other areas of the city core.

11.10 Environmentally Sound Practices

The report identifies minor considerations to be addressed in the demolition of 20 York Street. It was established that the building presented no unusual risks in association with proposed development.

12. DENSITY EXCHANGE

CN has indicated in their submission that they intend to apply for a density exchange between Precinct 7 and Precinct 1 under the provisions of Section 10.8.4 of the Part II Plan. CN contends that Precinct 7 is not very suitable for residential development. The Concept Plan indicates building forms which are most suitable for office uses, although the principles contained in the Concept Plan regarding heights and setbacks are also appropriate for mixed use development.

Section 10.8.5 of the Part II Plan indicates that such transfers or exchanges may involve lots subject to the Holding Symbol if Council is satisfied that they would not result in built forms inconsistent with any Precinct Plans, Concept Plans or

Environmental Reports applicable to the lots. Marathon has now submitted an application for the removal of the Holding Symbol for Precinct 1.

A separate application for the density exchange should be made when there is a specific development proposal for Precinct 7 and the built form implications can be readily assessed.

13. PART LOT CONTROL

CN has requested that the City pass a by-law exempting Precinct 7 from the subdivision and part lot control provisions of the Planning Act. The City of Toronto Act provides for such an exemption, provided that a redevelopment agreement is entered into. This exemption makes the division, conveyance and financing of land simpler. The City has other adequate controls to deal with subdivision of lots. In fact, the precinct planning process set out in the Part II Plan was put forward and approved as an appropriate substitution for the subdivision process. I have no objection to approval of this application once the Precinct Agreement has been executed by the owners.

The Precinct Agreement contains a clause stating that at the same time as it signs and delivers the Agreement, the City will pass a by-law exempting Precinct 7 from subdivision and part lot control. In accordance with Recommendation 2 of this report, the City Solicitor intends to submit such a draft by-law for consideration together with the by-law removing the Holding Symbol.

14. CONVEYANCE OF STATION STREET

Section 5.17 of the Stadium Precinct Agreement states that the City agrees, for a nominal consideration, to convey to CN the closed portions of Station Street as soon as reasonably possible after the commencement date of the agreement. CN has expressed concern that this conveyance proceed immediately and has requested that the Precinct Agreement not become effective until this has taken place. Section 10.1.5 of the Part II Plan requires that, as a condition of the conveyance, CN provide a high quality, weather-protected east-west pedestrian connection between Simcoe Street and Union Station. In order to fulfill CN's condition, it would be necessary to convey the closed portions of Station Street at the same time as the City enters into the agreement, which could result in delay in achieving CN's timetable for construction.

In order to achieve this timing, the Commissioner of City Property and the City Solicitor should report on the conveyance of the closed portion of Station Street so that it may be considered by

City Council at the same time as the by-laws and agreements proposed in this report.

15. CONCLUSION

In my opinion, the submission by CN, subject to revisions in response to the review discussed in this report, is complete and satisfies the requirements of Section 11.9 of the Part II Plan. The necessary revisions will be incorporated into the final draft of the Precinct Agreement and the Environmental Agreement to be submitted by the City Solicitor, and into an amended Environmental Report to be submitted by CN. The application has also been reviewed with respect to its local transportation impact and I am satisfied that transportation facilities are sufficient to accommodate the development of the precinct.

In accordance with Section 11.10 of the Part II Plan, this report will be considered at the Public Meeting scheduled at approximately 1:30 pm on September 27, 1988. My Preliminary Report recommended that the City Solicitor be authorized to draft a by-law to remove the Holding Symbol from Precinct 7. In this report I am recommending that the City Solicitor draft a second by-law exempting the precinct from the subdivision and part lot control provisions of the Planning Act. The Precinct Agreement and the Environmental Agreement submitted as part of CN's application are being revised and will be submitted as revised in a separate report from the City Solicitor. The reports of the City Solicitor should be considered at the Public Meeting together with this report.

Section 11.11.1 of the Part II Plan requires that the applicant execute the Precinct Agreement and the Environmental Agreement prior to Council enacting a by-law removing the Holding Symbol.

16. RECOMMENDATIONS

1. That this report be adopted and forwarded to City Council together with the report of the City Solicitor on the draft bylaw to remove the Holding Symbol from the Zoning By-law as it applies to the lands within Precinct 7, and on the form of Environmental Agreement and Precinct Agreement which will secure the matters discussed in this report.

2. That the City Solicitor be requested to prepare a draft bylaw to exempt the lands within Precinct 7 from the subdivision and part lot control provisions of the Planning Act, 1983 in accordance with the City of Toronto Act.

3. That no bills be introduced into Council with respect to the draft by-laws referred to in Recommendations 1 and 2 above until the owners have executed the Agreements submitted by the City Solicitor fulfilling the requirements of Section 11.11.1 of the Railway Lands Part II Plan.

4. That the applicant be required to submit an amended Environmental Report incorporating the revisions requested in the review of the application.

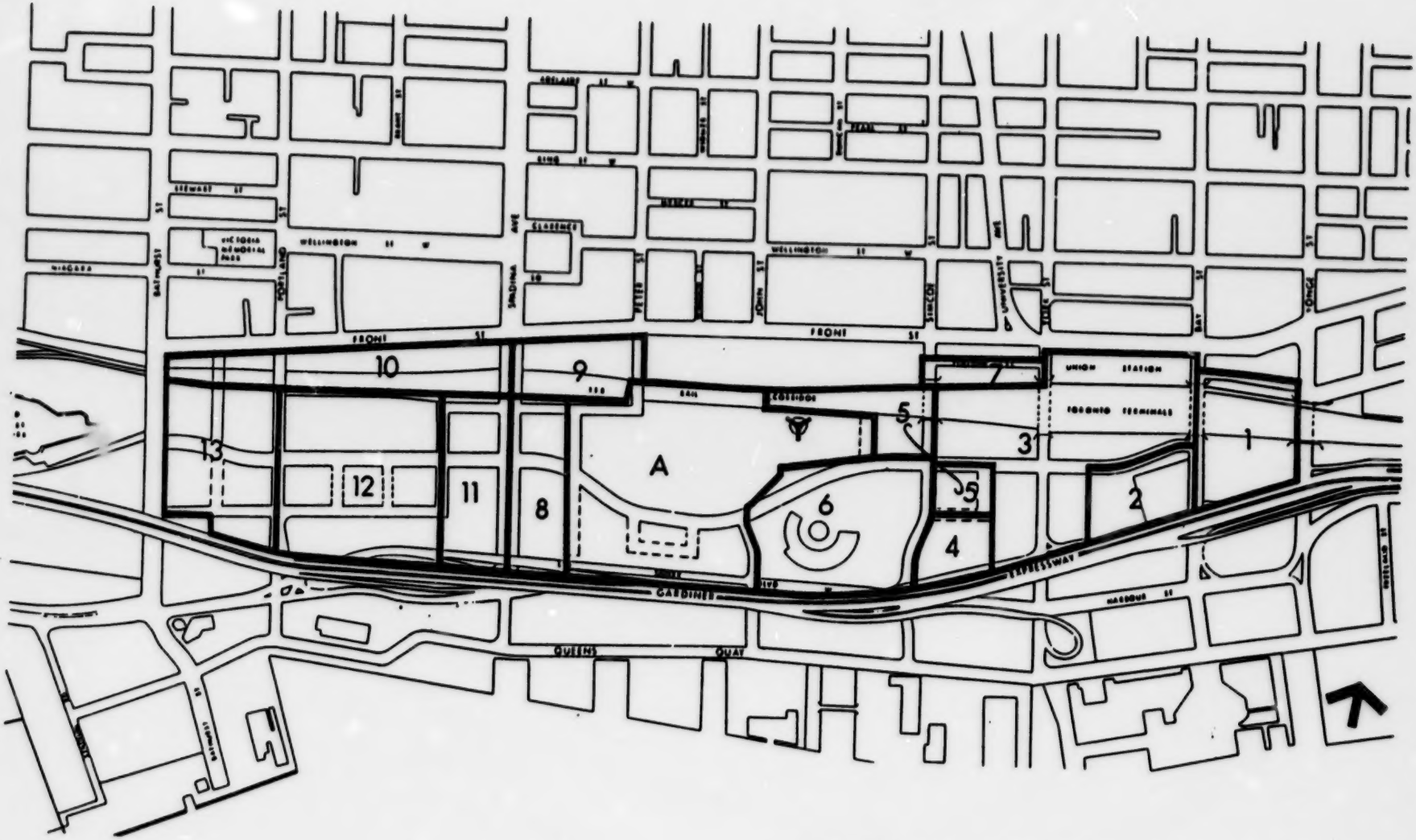
5. That the owner be required to submit to the Commissioner of Public Works, prior to the introduction of a bill in Council, all legal descriptions of the site and a Reference Plan of Survey, in metric units and integrated with the Ontario Co-ordinate System, delineating thereon by separate PARTS the lands comprising the pedestrian walkways in Precinct 7, the lands to be conveyed or exchanged, and the remainder of the site.

6. That the Commissioner of Planning and Development, in consultation with the Medical Officer of Health and the Commissioner of Public Works report to the Land Use Committee on the roles of City staff in monitoring the Environmental Agreement and reporting progress to the Land Use Committee.

7. That City Council adopt the Concept Plan for Precinct 7 as a basis for evaluating development applications for review under Section 40 of the Planning Act, 1983 in conjunction with Section 3.5 of the Railway Lands Part II Plan.

Robert E. Millward
Commissioner

MW/cr



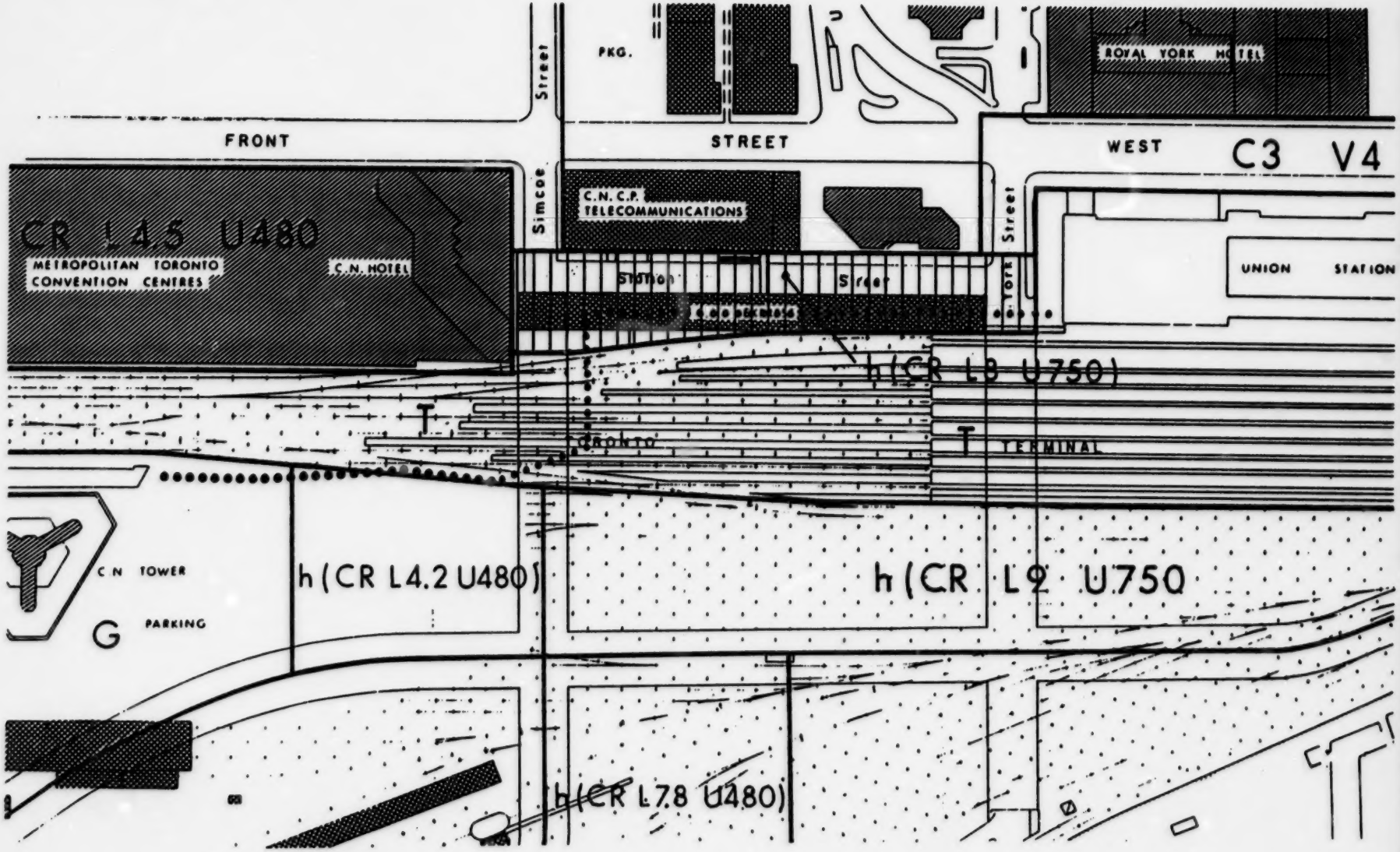
RAILWAY LANDS PRECINCTS

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

AUGUST, 1988



Walkway

PRECINCT 7
Area to Remove Holding Symbol

PRECINCT 7

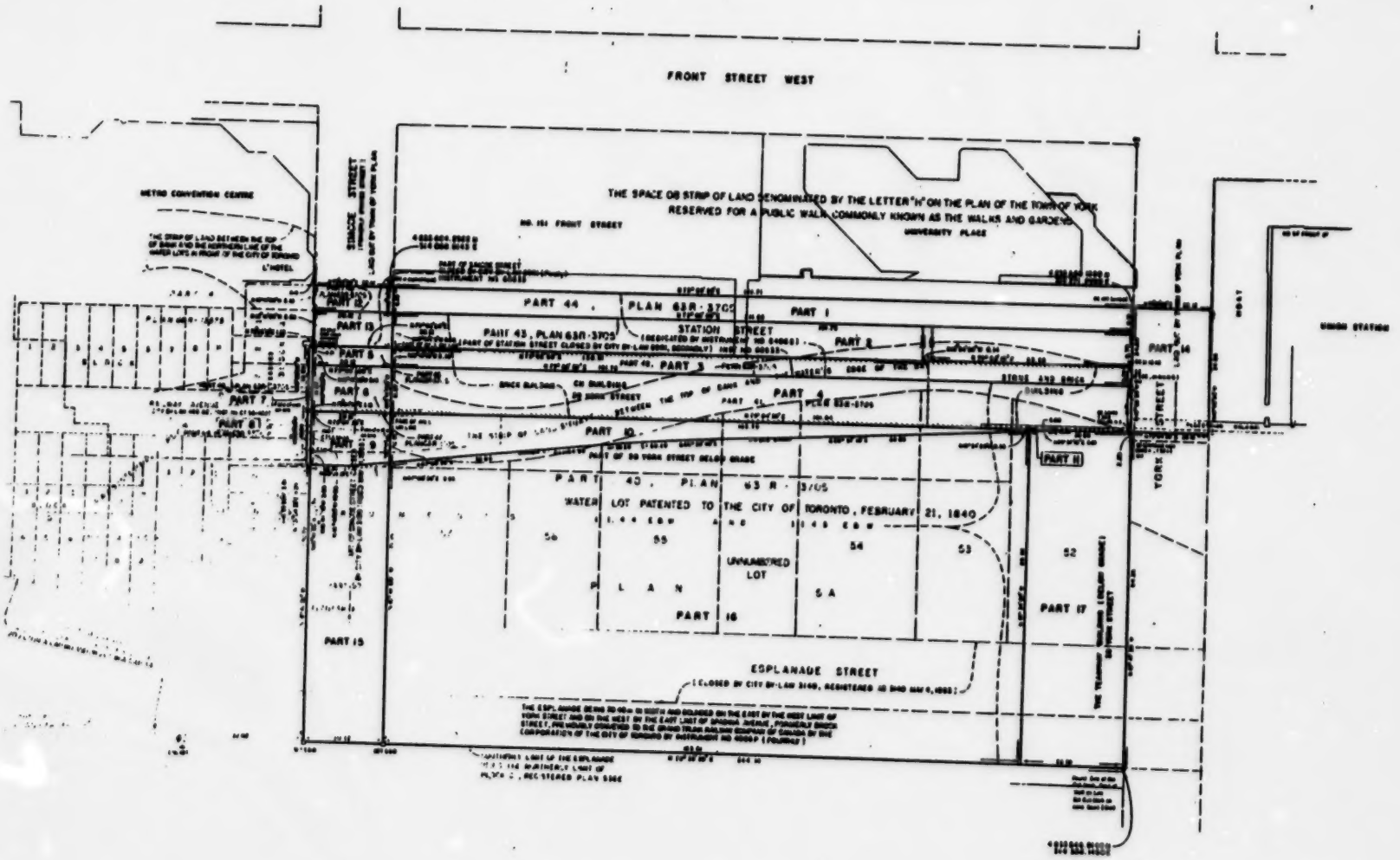
APPLICATION NO. 2073

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

JULY 1988


FRONT STREET WEST
METRO CONVENTION CENTRE
SPADINA STREET
THE SPACE OR STRIP OF LAND DENOMINATED BY THE LETTER "H" ON THE PLAN OF THE TOWN OF YORK RESERVED FOR A PUBLIC WALK COMMONLY KNOWN AS THE WALKS AND GARDENS
UNIVERSITY PLACE
PART 44 , PLAN 63R-3705
PART 43 , PLAN 63R-3705
STATION STREET
PART 40, PART 3
PART 4
PART 10
PART 40 , PLAN 63R-3705
WATER LOT PATENTED TO THE CITY OF TORONTO , FEBRUARY 21, 1840
UNREGISTERED LOT
PART 16
PART 15
PART 17
PART H
YORK STREET
ESPLANADE STREET
UNION STATION

PRECINCT 7
DRAFT SURVEY

APPLICANT'S DRAWING

APPLICATION NO. 2073

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

REDUCED DRAWING

AUGUST, 1988

Appendix A

Comments from Other Officials

1. Commissioner of Public Works dated August 17, 1988

"I refer to your letter of August 2, 1988, and attached revised draft Precinct Agreement dated July 25, 1988, for Precinct 7 of the Railway Lands.

I have reviewed the revised draft Precinct Agreement and note that, although the definition of the pedestrian walkway in Section 1.01 has been revised to indicate a 30-foot wide facility extending from the Stadium to the east side of York Street, similar reference to the width of the York Street pedestrian bridge has been deleted in schedule E2 and on the Concept Plan. As I stated in my August 12, 1988 report to you concerning the revised Concept Plan for Precinct 7, the York Street pedestrian bridge should be constructed to a width of 30 feet, consistent with the remainder of the pedestrian walkway, and in accordance with the provisions of the Precinct 'A' Agreement.

Schedule E 2 indicates that upon the closure and conveyancing of Station Street by theCity to CN, a paved width of 6.1 metres will be maintained as a private service lane, with the City retaining an easement over existing sewer and watermain facilities. Due to the location of existing manholes within 0.5 metres of the south limit of theproposed 6.1 metre wide easement, the easement width should be increased southerly to form a total width of 8.0 metres. This should be illustrated on Schedule E 6 (Exhibit B5). I am currently processing the closing application and will report on my requirements for the easement, among other matters separately to the City Services Committee.

I have no further requirements for inclusion in the text of the Precinct Agreement."

2. Commissioner of Public Works, dated August 12, 1988

"I dealt with the application for the removal of the Holding Symbol from the Railway Lands Zoning By-law for Precinct 7 in my July 15, 1988, report to you.

The owner has submitted revised drawings, Exhibits A2.1 and A2.2 (Concept Plan) and Exhibit D1 (Streets), dated July 1988, which include, among other items:

(a) replacement of alignment options for the Simcoe Street pedestrian bridge with the approved alignment for this facility;

(b) revision of the built-form envelope to project only to the easterly limit of the Simcoe Street right-of-way, and indication of a possible pedestrian bridge to the west side of Simcoe Street;

(c) replacement of pedestrian route options from the east side of York Street to the west side of York Street, and deletion of the reference of a 9.14 m (30-foot) aggregate minimum width for the York Street pedestrian bridge connecting Precinct 7 to Union Station;

(d) addition of canopies or arcades to the Front Street West and Simcoe Street frontages.

The revised Concept Plan, which will form Schedule 'A' of the Precinct Agreement, is acceptable, however the notation concerning the 9.14 m (30-foot) aggregate minimum width for the York Street pedestrian bridge should be reinstated. Further, the proposed widening of York Street could reduce or eliminate the existing public sidewalks in the area of the railway underpass. In order to accommodate pedestrians in accordance with the Railway Lands Part II Plan, an alternate route, as illustrated on the revised Concept Plan, utilizing the Teamway on the west side of York Street will be required. Exhibit A2.1 should schematically indicate this route extending south of the railway corridor as a linkage to the adjacent precinct. Needless to say, narrowing/eliminating the York Street sidewalks with a corresponding widening of the York Street pavement will be reviewed by my Department as part of the process for alterations to public highways.

Recommendation:

I recommend that the pedestrian bridge between No. 20 York Street and Union Station be constructed in accordance with the provisions of the Precinct 'A' Agreement."

3. Commissioner of Public Works dated July 15, 1988

"Precinct 7 of the Railway Lands is located east of Simcoe Street, north of the railway corridor up to and including Station Street and west of York Street. I dealt with Precinct 7 in my reports to you of May 17, May 31, and June 6, 1988, with respect to a partial removal of the holding symbol only insofar as to permit modifications to the existing CN Express Building at No. 20 York Street to facilitate the pedestrian system required under the terms of the Precinct 'A' Agreement, and development review applications for the Simcoe Street pedestrian bridge and renovations to the above-noted building, respectively.

Removal of the holding symbol will permit the development of 42 707 square metres of office space, 6 101 square metres of other commercial space, and 24 404 square metres of residential space. In the longer term, the owner intends to transfer the residential density from Precinct 7 to Precinct 1 in exchange for an equal amount of commercial density. Further, the redevelopment of Premises No. 151 Front Street West, which is also owned by CN, located immediately adjacent to the north is contemplated in conjunction with the ultimate development of Precinct 7. The density transfer and redevelopment of Premises No. 151 Front Street West are not included in this application.

Station Street

The development of Precinct 7 includes the proposed closing and conveyancing of Station Street to CN. I am currently processing the closing application and will report on this matter separately to the City Services Committee.

Environmental Report

I have commented separately on the Environmental Report dealing with Precinct 7 in my letter to you of May 2, 1988.

Transportation

In my May 17, 1988, report to you I recommended, inter alia, that:

> Further consideration of the removal of the Holding Symbol from Precinct 7 be deferred pending submission by the owner of a comprehensive transportation study which fully addresses the impacts of this and other development

proposals on the GO and TTC public transit systems and the local and regional road networks.

A consultant report entitled "Transportation Analysis for Precincts 7, 8 and 9 of City Place", June 1988, prepared by the IBI Group has been submitted in response to my recommendation. I have reviewed the contents of the report as specifically related to Precinct 7, and have the following comments.

Full development of Precinct 7 permitted as a result of approval of this application to remove the holding symbol would, in my estimation, generate in the order of 140 GO Transit, 360 TTC subway, 70 TTC surface route and 120 auto trips inbound in the a.m. peak hour. The Precinct is located within the Financial District adjacent to connections to the arterial and expressway network, and to Union Station and, therefore, is well situated in relation to the regional and local transit and road facilities. The projected volumes are relatively minor and I concur with the consultant that these can be accommodated on the existing transportation networks.

The key aspect of transportation concern with respect to Precinct 7 is the provision of pedestrian facilities required under the terms of the Precinct 'A' Agreement. In my view the links facilitated by the removal of the holding symbol from Precinct 7 will significantly enhance access and circulation between Union Station and the SkyDome and other developments.

As a result of the submissions of the consultant's transportation report and the detailed plans of the pedestrian facilities in Precinct 7, and for the sake of clarity, I have restated the recommendation applicable to the subject application, below.

Recommendation:

I recommend that the owner be required to submit to the Commissioner of Public Works, prior to the introduction of a bill in Council, all legal descriptions of the site and a Reference Plan of Survey, in metric units and integrated with the Ontario Co-ordinate System, delineating thereon by separate PARTS the lands comprising the pedestrian walkways in Precinct 7, the lands to be conveyed/exchanged, and the remainder of the site."

4. Commissioner of Public Works dated May 17, 1988

"Precinct 7 of the Railway Lands is located east of Simcoe Street, north of the railway corridor, up to and including Station Street, and west of York Street. The precinct contains the existing CN Terminal Building at No. 20 York Street and a portion of Station Street to be conveyed to CN Real Estate by the City of Toronto in accordance with the terms of the agreement for Precinct 'A' and Appendix A of the Railway Lands Part II Plan.

Removal of the holding symbol from the Railway Lands Zoning By-law would permit the development of 42 707 square metres of office space, 6 101 square metres of other commercial space and 24 404 square metres of residential space in Precinct 7. It is my understanding that, in the longer term, the owner intends to transfer the residential density from Precinct 7 to an area east of Bay Street in exchange for an equal amount of commercial density, under agreements with Marathon Realty. Further, the longer term redevelopment of Premises No. 151 Front Street West, located immediately adjacent to the north, is contemplated in conjunction with the ultimate development of Precinct 7.

Pedestrian Walkway

Under the terms of the Precinct 'A' Agreement, CN is obligated to complete a pedestrian walkway connecting SkyDome to Union Station on or before the stadium opening date. The segments of this network within Precinct 7 include an east-west link within the CN Terminal Building and a north-south bridge structure connected to the CN Terminal Building in the vicinity of Simcoe Street. I have previously approved a conceptual plan of the Simcoe Street Pedestrian Bridge. It is imperative that this aspect of Precinct 7 proceed in order to meet the strict timing commitment noted above. This will require modifications to the existing building.

Simcoe Street Tunnel

I am currently reviewing design details related to the Simcoe Street extension and tunnel under the rail corridor. Under the terms of the Precinct 'A' Agreement, the City may demolish the portion of the CN Terminal Building located over the projection of the Simcoe Street right-of-way to permit the construction of the tunnel. The agreement also stipulates that the City is responsible for the replacement of the portion of the building, however it has been decided that it is in the interests of all parties to defer the consideration

of this work until construction of the Simcoe Street extension is undertaken.

Transportation

In my view, a comprehensive transportation analysis, similar to the recent Bay-Adelaide Centre transportation assessment, to assess the long term impacts on transit and road facilities, incorporating all Railway Land precincts, the CBC site, Metro Hall and other appropriate development proposals, is required prior to further consideration of the Precinct 7 application.

Recommendations:

I recommend that:

1. Zoning By-law No. 612-85, as amended for the Railway Lands, be amended to remove the Holding Symbol from Precinct 7, only insofar as to permit modifications to the existing CN Terminal Building at No. 20 York Street to facilitate the pedestrian system required under the terms of the Precinct 'A' Agreement;

2. The owner be required to submit detailed plans of the pedestrian facilities for the review and approval of the Commissioner of Public Works;

3. The owner be required to submit to the Commissioner of Public Works, prior to the introduction of a bill in Council, all legal descriptions of the site and a Reference Plan of Survey, in metric units and integrated with the Ontario Co-ordinate System, delineating thereon by separate PARTS the lands comprising the pedestrian walkway in Precinct 7 and the remainder of the site; and

4. Further consideration of the removal of the Holding Symbol from Precinct 7 be deferred pending submission by the owner of a comprehensive transportation study which fully addresses the impacts of this and other development proposals on the GO and TTC public transit systems and the local and regional road networks."

5. Commissioner of Public Works dated May 2, 1988

"With reference to your letter of April 26, 1988 regarding the subject matter, I advise that I have reviewed the Environmental report (final) with particular emphasis on Noise

and Vibration, and Soil and Groundwater Quality Management Programs.

In general, the report is satisfactory provided that the recommendations are followed, specifically with respect to the involvement of the various specialists at the different stages of design and construction.

Notwithstanding the above generality, the noise and vibration study requires some corrections and revisions:

1) Table 1 quotes the maximum Leq (dBA) for Hotel/Motel incorrectly as 50; this should be 40. This table has also been attached to the Environmental Agreements of Precinct 7, 8 and 9 as Schedule A.

2) Sound levels have been calculated for Through Traffic Sources and Idling Diesel Engines (Table 3). It appears that Day-time Leq (dBA) values do not include the source of idling engines. If this is the case these values have to be corrected, and consequently Tables 3 and 4 be revised.

3) The inference from this study is that attenuation should be provided for the short-term peak noise level from diesel engines. No criteria or standards exist for such peak values and it may, therefore, not be enforceable. Also, I am of the opinion that it is not realistic and economic to request attenuation for such peak values. However, I have no objection that the report recommends such attenuation for voluntary implementation or that a warning clause is to be incorporated into any lease agreement."

6. Commissioner of Parks and Recreation dated July 27, 1988

"I am in receipt of your recent letter regarding the above and advise that I have the following comments on the submitted support material for the application to delete the holding symbol on these precincts.

As suggested in your letter, I have undertaken my review of Precinct 7 prior to reviewing Precincts 8 & 9. You should be aware that this letter addresses only those issues affecting and related to Precinct 7 and does not address any concerns which might be raised during the impending review of Precincts 8 and 9.

The conceptual streetscape designs, both with and without street trees as shown in the submitted proposal, are acceptable to my Department. The specific construction details for the streetscape improvements can be confirmed during the development review application for the involved sites.

However, Schedule E5 in the submitted Precinct Agreement for Precinct 7 indicates that streetscape improvements are only proposed for the east side of Simcoe Street within the precinct boundaries. Since a portion of the west side of Simcoe Street falls within Precinct 7 as does a section of the west side of York Street, and the redevelopment of 151 Front Street is also part of the overall concept plan for the development of Precinct 7, I believe that the appropriate streetscape guidelines should be applied to these locations. The detail design of these spaces can also be secured through the Development Review process. In order to secure these improvements, I request that the Precinct 7 Agreement be amended to reflect this request."

7. Medical Officer of Health dated May 19, 1988

"Thank you for your letters dated April 18 and April 26, 1988 concerning Precincts 7, 8 and 9 of the Canadian National (CN) Railway Lands. Department of Public Health staff have reviewed these materials, concentrating on the Environmental Report and the Environmental Agreement. -3 My comments are attached to this letter. Since you requested that priority be given to Precinct 7, I have only addressed Precinct 7.

My comments are divided into three sections: process issues, matters arising out of the Environmental Report, and matters arising out of the Environmental Agreement.

As you will see from my remarks, I believe that previous experience with the Precinct "A" Environmental Report and Environmental Agreement can be used in the present instance to enhance both the process and the outcome for the Precinct 7 environmental review.

If you have questions regarding my comments, please contact Dr. Joan Campbell in the Environmental Protection Office, at 392-6788.

1. Environmental Review Process

The objective of the Railway Lands Part II Official Plan with respect to environmental protection is:

> "... to ensure that satisfactory environmental conditions consistent with those elsewhere in the Central Area are established for people working and living within and adjacent to the Railway Lands." (Section 9.1)

The Part II Plan establishes requirements for reviewing the environmental impacts of Railway Lands developments. The Plan states that:

> "... Council will require the preparation of an Environmental Reportrespecting each precinct ...." (Section 9.1)

Furthermore,

> "The safeguards and measures set out in the Environmental Report shall address the Precinct Plant for the precinct and will be secured through an Environmental Agreement...
>
> For the purpose of this plan an Environmental Agreement means an agreement containing provisions sufficient to ensure that the safeguards and measures set out in the Environmental Report are adequately secured." (Section 9.2)

The Part II Plan makes it clear that the terms of Environmental Agreements are to be determined by recommendations occurring in respective Environmental Reports. Thus, for the process of "ensuring satisfactory environmental conditions" to be successful, safeguards and measures set out in an Environmental Report should be implemented through the vehicle of an Environmental Agreement.

The Precinct 7 Environmental Report is introduced by Bruce Brown Associates Limited with the statement that:

> "... during the servicing and development of the Stadium Precinct, no problems or difficulties have been found to date, suggesting that both the spirit and the intent of the Part II policies for environmental quality, and the specific vehicle of the Environmental Agreement are appropriate to ensure that ... environmental conditions will be acceptable both during and following re-development." (p i).

I agree with the conclusion that the Part II Plan requirements are adequate to ensure acceptable environmental conditions. Experience with the Precinct "A" Environmental Agreement suggests, however, that the success of this vehicle for ensuring acceptable environmental conditions is not guaranteed.

Contrary to the statement of Bruce Brown Associates Ltd., difficulties were experienced in two areas with the implementation of the Precinct "A" Environmental Agreement. First, the contractor and developer did not to comply with requests from the Environmental Consultant, Trow Engineers, to build detention ponds for settling dewatering discharges or to clean out receiving sewers. Consequently, levels of suspended solids discharged into storm sewers at the site have consistently and significantly exceeded the maximum acceptable concentration specified in the Metropolitan Toronto's Sewer-Use By-law. This situation developed during excavation of the stadium site and persists to the present time. To date, the Metropolitan Toronto Works Department has taken no action on this matter.

My concern about this situation in relation to Precinct 7 is that the contractor and developer have not followed the professional advice of the Environmental Consultant. To date, neither the contractor nor the developer have provided any explanation for their position. While the particular environmental matter is not serious, I believe that an unfortunate precedent has been set which indicates a shortcoming in the process. I would suggest that in the Precinct 7 Environmental Agreement, the accountability of the contractor and developer for following the Environmental Consultant's advice, should be strengthened. I will return to this matter below.

The second difficulty with implementation of the Precinct "A" Environmental Agreement was the non-implementation of the safeguards and measures recommended in the Air Quality Study. These safeguards and measures were intended to ensure satisfactory air quality in Precinct "A". The "Ambient Air Quality Study for the CN Railway Land," prepared by RWDI identified three sources of serious air pollution affecting Precinct "A":

- lead from the Toronto Refiners and Smelters plant;
- nitrogen dioxide from Gardiner Expressway vehicle emissions; and,

- nitrogen dioxide and particulates from the Stadium Bus Parking Lot.

Specific recommendations were made about mitigation in each instance. To my knowledge, the only action being pursued is the decommissioning of the Toronto Refiners and Smelters plant. Two other sources of air pollution were identified, yet recommended safeguards were not implemented. This concerns me. This situation is similar to the other situation regarding the level of suspended solids discharged into storm sewers, described above. It appears as if the accountability of the developer has not been pursued to ensure implementation of environmental safeguards.

Finally, with regard to process, I am recommending that the City Solicitor be requested to review the Environmental Agreement for Precinct 7 and forward his comments to the Commissioner of Planning and Development.

2. Environmental Report

The Environmental Report is satisfactory, except for minor details. The "Recommended Clean-up Criteria for Soil Contaminants" appearing in Appendix C of Soil and Groundwater Management Programs are slightly out of date and require changes. I have attached an up-to-date version of these guidelines.

3. Environmental Agreement

I would like to propose several additions to the Environmental Agreement resulting from my comments in Section 1 above.

3.1 Additions to Schedule C

Schedule C is missing from the Environmental Agreement. This Schedule should contain the following:

- OMOE Lakefill Quality Guidelines;
- Ontario Regulation 309 Leacheate Quality Guidelines;
- OMOE Recommended Soil Clean-up Criteria;
- Metropolitan Toronto Sewer-Use By-law (148-83).

3.2 Selection of an Environmental Consultant

In connection with selection of an Environmental Consultant (Clause 15) I am requesting that the Medical Officer of Health be consulted by the Commissioner of Planning and Development, in addition to the Commissioner of Public Works.

3.3 Accountability

The more substantial additions to the Environmental Agreement which I am recommending are intended to improve the accountability of the developer and his/her contractor at two stages:

- prior to or concurrent with submission of the first application for site plan approval; and

- prior to and during excavation and construction activities

These additions will require the developer/contractor to document and explain disagreements with consultants' professional opinions and to justify any failure to implement recommendations made by consultants. Thus, I am recommending the following insertions.

In Clause 6, immediately following the first sentence (p. 12):

> "CN also shall submit an agenda for implementation of Air Quality Study Recommendations and, for recommendations which CN does not intend to implement, a written explanation."

In Clause 7, immediately following the first sentence:

> "The report shall state which recommendations of the Air Quality Study referred to in Section 6 have been implemented, and which recommendations have not been implemented. Reasons shall be given for recommendations not implemented.

In Clause 19(a) (i), immediately prior to (ii), following "and":

> "... where the professional opinion of the contractors differs from that of the Environnmental Consultant, and/or with recommendations in the Environmental Report for procedures and practices for achieving criteria, standards and guidelines set out in Schedule C, the contractors shall make a written submission to the Environmental Consultant explaining their position, and

this memo shall be included by the Environmental Consultant in his/her next regular report."

In Clause 26, add (c) as follows:

"(c) agrees to abide by direction from the Environmental Consultant on practices for achieving guidelines, criteria and standards included in Schedule C, except when the contractor has documented why his/her professional opinion should prevail."

I would like to make two final points regarding the Environmental Agreement. First, implementation of the Agreement should be carefully monitored by City staff and reports made to Land Use Committee periodically, based on the Environmental Consultants' reports. They should happen particularly if problems arise. Secondly, it is unclear who should be taking the lead role in such monitoring and reporting. I would recommend that the Commissioner of Planning, in consultation with the Medical Officer of Health and the Commissioner of Public Works, report to Land Use Committee on this matter at the earliest convenient date.

TABLE A-1
CLEAN-UP GUIDELINES FOR SOILS

Criteria for Proposed Redevelopment

Parameter	Agriculture	Residential/ Parkland,*3,4	Commercial/ Industrial,#3,4
ph (recommended range)	-	6-8	6-8
EC(mmhos/cm)	-	2	2
SAR*7	-	12	12
Arsenic	14	25	50
Cadmium	1.6	4*3a	8*3a
Chromium (6+)	-	10	10
Chromium (total)	120	1000	1000
Copper	100	300	300
Lead	60	500*3a	1000*3a
Mercury	0.5	1*3a	2*3a
Molybdenum	4	5*3b	40
Nickel	32	200	200
Nitrogen (%)	-	0.6	0.6
Oil and Grease (%)	-	1*5	1*5
Selenium	1.6	2*3b	10
Silver	-	25	50
Zinc	220	800	800

Notes:

2) All units in ppm, dry weight, unless otherwise stated.

2) Refer to Ontario's Guidelinesfor Sewage Sludge Utilization On Agricultural Lands, available from Ministry of the Environment.

3) Clean-up guidelines recommended by Phytotoxicology Section, Air Resources Branch, Ministry of the Environment. The guidelines are based on phytoxicity, except for *3a, based on human health and *3b, based on animal health.

4) For coarse-textured (sandy) mineral soils the guidelines for metals and metalloids should be reduced by one-half.

5) Guidelines given is for fresh oil; for weahter oil, the guideline is 2 percent.

6) EC= electrical conductivity

PROVISIONAL CLEAN-UP GUIDELINES FOR SOILS *1

Criteria for Proposed Redevelopment*2

Parameter	Agriculture	Residential/ Parkland*4	Commercial/ Industrial*4
Antimony	-	10	25
Barium	-	1,000	2,000
Beryllium	-	5	10
Cobalt	20	50	100
Vanadium	-	250	250

Notes:

1) These guidelines are tentative, with the exception of the agricultural guideline; actual permissible levels of parameters in other situations may vary according to site-specific circumstances. Further information on the application of these guidelines may be obtained from the Phytotoxicology Section of Air Resources Branch, Ministry of the Environment.

2) All units in ppm, dry weight.

3) Refer to Ontario's Guidelines for Sewage Sludge Utilization On Agricultural Lands, available from the Ministry of the Environment.

4) For coarse-textured (sandy) mineral soils the provisional guidelines should be reduced by one-half.

5) These provisional guidelines apply to soil of pH 6 to 8."

8. Commissioner of Housing dated May 3, 1988

"I have reviewed the material you provided under cover of your April 18th letter as it relates to Precinct 7. As this precinct is remote from any lands which are to come to the City for housing purposes, and as it contains no housing itself, I have no comments to make on CN's submission."

9. Managing Director, Toronto Historical Board dated May 10, 1988

"Thank you for your April 18, 1988 letter requesting my comments on the application by Canadian National Real Estate to delete the Holding Symbol from the Railway Lands Zoning By-law as it applies to Precincts 7, 8 and 9. This letter is in response to your request that we give priority to our review of Precinct 7.

In the Environmental Assessment report for Precinct 7 of the Railway Lands, Section 2 of the chapter entitled "Soil and Ground Quality Management Programs" contains the Heritage Assessment. It summarizes, in a brief easily-read style, the loose collection of notes and references contained in the preliminary report. I am concerned that the heritage assessment is not presented in a separate chapter. I think we should require this so that it is easily distinguished from other parts of the environmental assessment. Nevertheless, Bruce Brown, the engineer responsible for the report, does include the relevant material.

All development on the Railway Lands is subject to heritage review as set out in the Precinct "A" Agreement. That includes an archaeological strategy divided into two phases. The first calls for an assessment of the archaeological potential of the affected parcel. The second calls for mitigation where necessary.

Of the three precincts being considered at the moment, Precinct 7 is the only one which was on dry land prior to the extensive filling which has reshaped Toronto's shoreline. Thus it is the only one which concerns the Toronto Historical Board's archaeologist. Precincts 8 and 9 are on landfill. We know already, because of the Domed Stadium dig, what the sediments and artifacts should be like in those zones. No further archaeological research is necessary. Precinct 7, on the other hand, offers the potential for some more knowledge on the increasingly inaccessible original shoreline of Toronto. The archival portion of the assessment phase has been completed satisfactorily. Simple testing would bring the entire phase to an end.

The Brown report makes it clear that the shoreline was not built on until the onset of the railway era. There might have been small outbuildings on the southern most part of the Jarvis estate but, there is no evidence on contemporary maps.

The report also makes it clear that any subsurface features in the portion of Precinct 7 north of Station Street, would have

been destroyed during construction of the present building at 151 Front Street West. Therefore, the only area of potential archaeological interest is the basement of 20 York Street.

There are two reasons why the basement of 20 York Street should be tested for archaeological remains. As was stated above, archaeologists would like to be able to examine the original shoreline sediments. This is not possible along much of Toronto's shorelines, and certainly not in a part of town which has been occupied since the start of the city. Bore hole testing offers what can be thought of as large-grain testing suitable for testing building foundations. A closer examination of the sediments and possible cultural remains is called for if we are to know about past activity. Furthermore, the history of Toronto is closely linked to the development of transportation networks. Many new and young residents do not think of Toronto as a port or rail hub, yet the railways and shipping allowed Toronto to become the major industrial and commercial centre in Canada. The Brown report indicates that the parking level at 20 York Street is at the level and site of the first Union Station. This is our best opportunity to see if any of the important facility or associated activity areas remain. No further development should proceed until archaeological testing is completed.

Method:

Testing the basement at 20 York Street should be an easy operation because the floor has never been paved. Three test trenches should be excavated in a north-south direction (City street grid -- not true north), at even intervals. A back-hoe would be appropriate for much of the digging. Bruce Brown Associates could be asked to co-ordinate the backhoe and hiring of an archaeological consultant who would monitor the excavation and interpret the results. Their report would be forwarded to the Toronto Historical Board for review.

Timing:

The question arises as to why testing should take place now. After all, the report states that no subsurface work is going to take place at this time. However, it clearly states that the intention is to put in multiple level subsurface parking some time in the not too distant future. That would destroy any remaining archaeological resources. The question of whether anything remains should be answered now while the parking lot is accessible and before any sort of cap is put on.

Mitigation and Costs:

If the review of the consultant's report indicates further archaeology is warranted, the applicant and the City should meet to enter into an agreement stipulating work required, timing and costs. An upset limit of $30,000 would seem to be sufficient, no more than one-third of which should be paid by the applicant. The sum of $30,000 is expressed in 1988 dollars, an adjustment for inflation would be necessary if work were not undertaken until closer to the next phase of development."

10. Commissioner of Metropolitan Planning Department dated June 30, 1988

"As requested, we have reviewed the material submitted for the removal of the holding designation for Precinct 7 and advise as follows.

Firstly, we would like to clarify that with the removal of the "H", Precinct 7 may be developed for commercial uses to a maximum of 48 808 square metres as indicated in the I.B.I. May 1988 report entitled "Transportation Analysis for Precinct 7 of City Place" and not 70 600 square metres as referred to in Appendix D of the February 1985 report entitled "City Place, Supporting Documentation for Precinct Planning, Precincts 7, 8, 9". Secondly, while the supporting material discusses the possibility of a density transfer, C.N.'s application does not include an applicaiton pursuant to Section 10.8.4 of Official Plan Amendment 333, and thus our review has been limited to the development that would be permitted by deletion of the "H".

Sanitary Drainage

Sanitary flow from this development would normally drain to the Low Level Interceptor. Studies of the Interceptor Sewer System propose the construction of an interconnecting sewer between the Low Level Interceptor and the Mid-Toronto Interceptor to direct the flow from this and future development in this area to the Mid-Toronto Interceptor where capacity will be available. The Metropolitan Works Department is presently seeking authority to include this work in the 1989-1993 Capital Works Programme.

Section 9.8.1 of the Supporting Documentation for Precinct Planning (p. 44) indicates that the sanitary service will be obtained through connection to the Metro Low Level Interceptor

on Front Street and the existing 300 mm City's sanitary sewer on York Street. Since Precinct 7 does not have frontage on Front Street, clarification is required from the proponent as to how the connection may be made to the Metro Low Level Interceptor on Front Street.

Environmental Agreement and Report

1. Environmental Report

With respect to the soil, ground water and storm water quality management program, Sections 19 (l) and (m) and Sections 21 (c) and 23 of the Environmental Agreement (p. 27, 30 and 31) make reference to the Metropolitan commissioner of Works as being one of the recipients of routine and special reports and recommendations prepared by the Environmental Consultant. This provision is, however, omitted in Sections 5 and 6 of the Environmental Report Precinct 7 (p. 6 to P. 13) and should, therefore, be aded to the Report in order to be consistent with the Environmental Agreement.

2. Disposal of Contaminated Soils

With respect to the disposal of contaminated soils which do not meet the requirements for lakefill to Metro landfill site(s), the developer must also adhere to the guidelines contained in the report from the Commissioner of Works to Works Committee, dated march 9, 1988, adopted by Council on April 12, 1988 (copy appended).

Transportation

1. A minimum clearance of 18 feet from the underside of the pedestrian bridge over York Street is required by the Roads and Traffic Department for safety reasons.

2. Metropolitan studies have identified the need to widen the York Street right-of-way from 20 metres to 30 metres to accommodate 6 through lanes between Front Street and Queen's Quay. Section 8.2.10 of Official Plan Amendment No. 333 states that it is the policy of City Council that York Street be widened south of Front Street where feasible, provided that pedestrian movements continue to be accommodated. Section 9.7.2 of the Supporting Documentation for Precinct Planning (p.44) indicates that the sidewalk on York Street will be widened with the redevelopment in the future of 20 York Street and that the walkway system may be extended southward with the

possible opening of the Teamway. Within the viaduct on York Street, the entire existing right-of-way will be used to accommodate the 6 traffic lanes. Since the existing right-of-way cannot be widened further without a complete reconstruction of the underpass, sidewalks will have to be accommodated on private property with the teamways on both sides of York Street. South of the viaduct, a 30 metre right-of-way will permit the construction of 6 traffic lanes plus public sidewalks on both sides. An Official Plan Amendment will be recommended to provide for a 30 metre right-of-way on York Street. Therefore, future redevelopment of Precinct 7 should make provision for pedestrian facilities beyond the existing 66-foot right-of-way consistent with the use of the teamway on the west side of York Street.

In the short term the easterly portion of this building at 20 York Street is to be retained. The proposed renovation of the structure should include the posibility of accommodating pedestrian movements between Station Street and the teamway. This would permit the existing 66 foot right-of-way to be used for six lanes of traffic.

3. At present, access to the site is possible via a left-turn at York and Station Streets. This northbound left-turn movement is considered very undesirable and its continued use will be subject to ongoing review by the Metropolitan Department of Roads and Traffic.

4. The Simcoe Street right-of-way should protect for a 5-lane pavement cross-section. Furthermore, in anticipation of heavy pedestrian volumes associated with the Domed Stadium, wide sidewalks along Simcoe Street are required which together with the pavement cross-section may require widening of the existing right-of-way. These comments are consistent with our comments regarding the C.B.C. site.

5. The pedestrian walkway from the east side of York Street to the west side of simcoe Street and over the rail corridor is required to be provided by C.N. until such time as the extension of Esplanade Street is constructed from the Domed Stadium to York Street. These peedestrian facilities should have a minimum width of 30 feet as provided for in schedule M of the Precinct A agreement. We suggest that the pedestrian facilities be designed so as to be accessible to the physically disabled and that escalators be considered in view of the grade change at the west end.

6. All options for pedestrian connections into Union Station should be protected until such time as a suitable option is chosen and is agreeable to all parties.

In terms of conditions for site plan approval, we require that the pedestrian bridge over York Street provide for a minimum clearance of 18 feet."

11. Commissioner of Metropolitan Community Services Department

"The Metropolitan Toronto Community Services Department's interests in the development of the Railway Lands relate primarily to the incorporation of a residential component, including rental housing suitable for low-to-moderate income households, and the provision of community services and facilities necessary to serve the resident and working population within the Railway Lands.

From the documentation provided, it is our understanding that residential development will primarily occur within the precincts located in the Bathurst/Spadina Neighbourhood (located to the west of Precincts 7, 8 and 9). It is further understood that the City of Toronto will be facilitating the development of assisted housing within the Bathurst/Spadina Neighbourhood (i.e., the City Housing Lands).

Notwithstanding the density transfer proposed between Precincts 1 and 7, we have no objection to the application to delete the Holding Symbol from the Railway lands Zoning By-law as it applies to Precincts 7, 8 and 9."

12. Regional Director, Ministry of the Environment dated May 12, 1988

"In accordance with your letter dated April 18, 1988, we have reviewed the material submitted by Canadian National Railway Company in support of their application to delete the holding symbol from the railway lands zoning bylaw as it applies to the subject precincts. Comments on Precincts 8 and 9 are being withheld pending our receipt of environmental reports for these areas and Ministry review of the same. The following therefore applies specifically to Precinct 7.

Our review of the Environmental Report dated February 1988, prepared by Bruce Brown & Associates was limited to Sections 1, 2, 3 and 4 as these are specific to our Ministry's mandate.

With respect to sections 2, 3 and 4 we concur with the conclusions and recommendations reached by the consultants.

Our review of the submitted material also notes that redevelopment of this precinct will be carried out in accordance with an Environmental Agreement which is identical to the Environmental Agreement used for Precinct A except that it will not include specific criteria in Schedule C pertaining to soil and stormwater quality criteria. We assume this is the result of limited excavation activity proposed to occur within this precinct at this time and that redevelopment plans which involve subsurface excavations will subsequently be made subject to similar environmental soils control. If this is not the situation, we would recommend that Schedule C of the Environmental Agreement for Precinct A also be used within this precinct's environmental agreement.

Noting the air quality concerns expressed by section 3 of the Environmental Report, it is critical in our opinion, that in accordance with the environmental agreement the air quality consultant certify all building plans as being in accordance with the recommendations expressed within this section of the Environmental Report. A significant potential for air quality concerns exist within this precinct, due primarily to train operations on adjacent lands, and warrants special attention for development and redevelopment of this precinct.

With respect to Precincts 8 and 9 we wish to advise that stack testing for TRS has now been completed and that test results could be made available for use by RWDI in finalizing the air quality analyses for these precincts. Plese contact Mr. J. Mills of this office for this information should it be required.

Should you have any questions in regard to our review of the submitted material, please contact Mr. D. Beach of this office."

13. Director of Toronto Board of Education dated June 1, 1988

"This letter is written in response to your request for the Board's comments on a proposal to delete the holding symbol from the provisions of the Railway Lands Zoning By-laws as it applies to Precinct Seven. This action is necessary in order to provide a building permit for a portion of the pedestrian walkway system for the SkyDome Stadium.

The Board of Education, at its last meeting, decided to advise you that it has no objection to the approval of the application to delete the Holding Symbol from the Railway Lands Zoning By-laws as it applies to Precinct Seven."

14. Superintendent, Toronto Terminals Railway dated July 13, 1988

"The Toronto Terminals Railway Company (T.T.R.) has not completed its review of the application by Canadian National Real Estate for removal of the Holding Symbol from the zoning by-law applying to the subject precincts.

T.T.R. has no objections to the recommendation of the Commissioner of Planning and Development as contained in his report of June 30, 1988 to the Committee. We reserve the right to submit to the Land Use Committee on or before the proposed public meeting on September 7, 1988 such revisions as may be appropriate to the Precinct and Environmental Agremeents for Precinct 7."

Appendix B

RAILWAY LANDS

PRECINCT 7 - CONCEPT PLAN

The following notes provide an explanation of specific issues related to the Concept Plan for Precinct 7 in the Railway Lands and should be viewed in conjunction with Exhibits A2.1 and A2.2.

1. Height

In order to relate to developments in the vicinity of the Precinct, it is recommended that the portions of the building along Front and Simcoe Street be sensitive to and comptable with adjacent developments. A maximum height of 76.2 metres is recommended for the portions of the building(s) along Front Street. The maximum height along Simcoe Street will range from 76.2 metres at the north end rising to the height of the twoer of the L'Hotel development at the south end. Within the block, the maximum height will be 137 metres.

With respect to the portion of the building south of University Place, the height limit will relate to the xpression line range of the south elevation. A break in this building face is contingent upon the developmetn of a pedestrian connection from Front Street south to the proposed open space/atrium. The development of this pedestrian connection is contingent upon the adjacent property owner. Two height options exist for this break in the building face as outlined below:

Option A: Assuming that the pedestrian connection is provided, the height of the break in the building face will have a height limit to elevation 105 metres.

Option B: Assuming the pedestrian walkway is not provided, the break in the north and south building faces will have a height limit to the elevation related to approximately two-thirds (2/3) of the height of the existing University Place and the future development at 151 Front Street. This break in the building face will open up the top one-third (1/3). providing a skyview.

It is desirable that the upper portion of the building face should receive special architectural treatment.

A mid-block break within the central portion of the Front Street elevation is possible under either option. This mid-block break will extend in a terraced manner from the height of the transition line on the north elevation to the expression line on the south elevation.

The existing limestone office portion of the former Station Street Building is to be preserved; the height limit is set at 93.87 metres, the height of the existing structure.

2. PEDESTRIAN CIRCULATION

A major east-west pedestrian corridor linking York Street to Simcoe Street is required. This connection is to occur within the Precinct and will connect the Stadium Precinct covered walkway with Union Station, providing access to GO Transit service and Union Station subway service.

A north/south connection is required from this east/west corridor connecting to Front Street. The mid-block position on Front Street utilizing the desired open space adjacent to and behind the existing University Place building is the preferred location for the north/south connection. All pedestrian routes are to be handicapped accessible (by mechanical or other means) and direct.

3. SERVICING

Service entrances are allowed on York Street and on Simcoe Street at the points of intersection with the existing Station Street alignment. Loading Docks should be completely enclosed within the building envelope. Service entrances should be design integrated into the architecture of the building with similar materials, patterns, textures and colours used.

4. LANDSCAPE/STREETSCAPE

An open space is required in the area immediately north of the limestone portion of 20 York Street. The pedestrian connection along York STreet linking Front Street with development to the south will be permitted to cross this open space. The area is to be landscaped to appropriately accommodate service vehicles and pedestrians.

An open space is desired at the crossing of the east-west pedestrian route with the north-south mid-block connection to Front Street. This space should be design integrated with the adjacent space on the University Place land.

Open spaces should be high quality designed and coordinated with surroundings, incorporating hard and soft landscape features.

Refer to Exhibit D-1 for streetscape details along Simcoe, Front and York Streets.

Street improvements should be completed as indicated on the drawings. All details to be to the City of Toronto standards for the Railway Lands/South Downtown Areas.

5. PEDESTRIAN CONNECTIONS

Covered pedestrian connections over streets should be open in appearance with glazed walls and a light structure.

A deck line range within which a pedestrian connection across Simcoe Street could be accommodated extends from the north end of the proposed Simcoe Street tunnel to the north building line of the existing 20 York Street building. The pedestrian connection is to either be (1) flush against the north end of the proposed Simcoe Street tunnel at the south end of the deck line range or (2) at the north end of the deck line range. The width of the pedestrian connection should be minimized to avoid unnecessary roofing over pedestrian sidewalks.

6. STREET RELATED RETAIL AND SERVICE USES

Current zoning requires that a minimum of 60% of the aggregate frontages of the lot (i.e., Front and Simcoe Street frontages) be for street related retail and service uses.

In the event that a pedestrian walkway is developed at the mid-block position, connecting Front Street to the east-west pedestrian corridor in Precinct 7, it would be desirable to have street related retail and service uses along the east building face of the Front Street Building and along the east side of the desired atrium or open space.

7. CANOPIES/ARCADES

Canopies are to be provided along Front Street and Simcoe Street frontages. Arcades are possible along Front Street in lieu of the canopies and are to be a minimum of 2 storeys in height.

8. BUILDING FORM

Massing - Two towers are preferred. If one tower is proposed the tower mass should reinforce both the Front and Simcoe Street frontages with an architectural feature or break in the central portion of the Front Street Elevation.

If Option B is to be developed, there should be abreak in the massing of the south elevation in line with the desired pedestrian connection south from Front Street between the existing University Place building and the future development at 151 Front Street.

In order to reduce the visual mass of the buildings a three part division is desirable comprising base, middle and cap with the transitions identified by expression lines or setbacks.

bases - to define the character of the street and to enhance the utilization of ground level space and streets a distinctive,identifiable building base shall be constructed to build to the lines as specified on the drawing. The required base should be articulated for pedestrian interest.

The base may be divided into a lower base and an upper base as indicated on the drawings. The upper base could be less articulated than the lower.

The transition from base to shaft may be achieved by a change in material, expression line, setback or other architectural features as specified.

Building Cap/Rooftops - should be consciously designed to create a special and interesting effect.

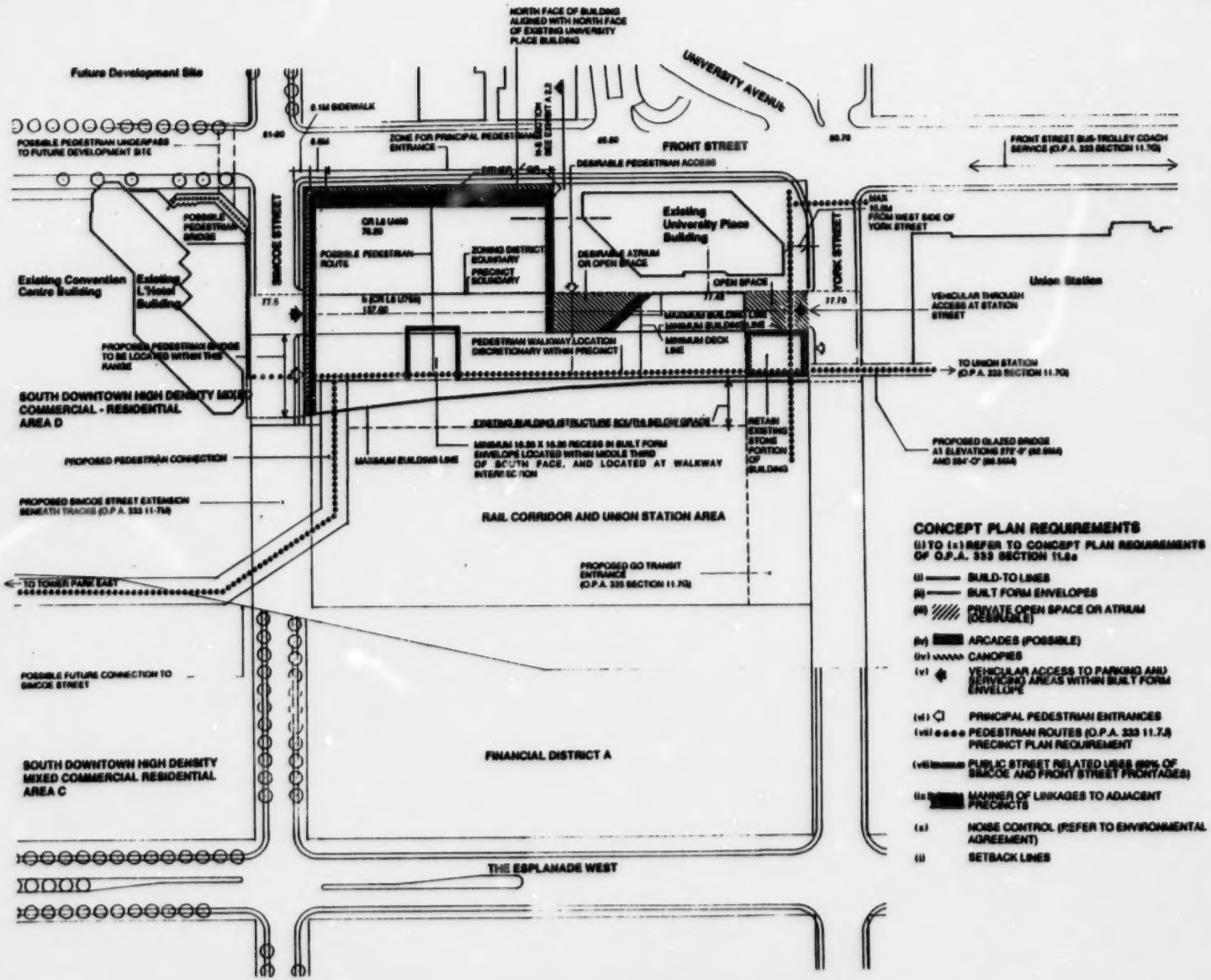
Build to lines, setbacks, expression lines and transition lines, and are indicated on the concept plan.

Only entrances to the building or street related uses can be setback from the Build to line. Within the lower base, 90% of the building face must meet the build-to-line, 70% of the building face below the transition line but above the lower base must meet the build-to-line.

Setbacks are desirable at the transition between base and shaft and shaft and cap and may only occur above the lower base.

Expression lines are desirable and relate the building to neighbouring buildings and can be achieved through a change of material, colour or fenestration. The areas within which expression lines can occur are shown on the concept plan.

Transition lines are desirable and also relate the building to neighbouring buildings and are achieved through a more significant change expressed through setback, material or colour change, or fenestration. A transition line is a more powerful expression than an expression line. The areas within which transition lines can occur are shown on the concept plan.


NORTH FACE OF BUILDING ALIGNED WITH NORTH FACE OF EXISTING UNIVERSITY PLACE BUILDING
Future Development Site
UNIVERSITY AVENUE
FRONT STREET
POSSIBLE PEDESTRIAN UNDERPASS TO FUTURE DEVELOPMENT SITE
ZONE FOR PRINCIPAL PEDESTRIAN ENTRANCE
DESIRABLE PEDESTRIAN ACCESS
FRONT STREET SUB-TROLLEY COACH SERVICE (O.P.A. 333 SECTION 11.7(i))
SIMCOE STREET
YORK STREET
POSSIBLE PEDESTRIAN BRIDGE
POSSIBLE PEDESTRIAN ROUTE
ZONING DISTRICT BOUNDARY
PRECINCT BOUNDARY
DESIRABLE ATRIUM OR OPEN SPACE
Existing University Place Building
OPEN SPACE
MAX 10.0M FROM WEST SIDE OF YORK STREET
Union Station
VEHICULAR THROUGH ACCESS AT STATION STREET
Existing Convention Centre Building
Existing L'Hotel Building
PROPOSED PEDESTRIAN BRIDGE TO BE LOCATED WITHIN THIS RANGE
PEDESTRIAN WALKWAY LOCATION DISCRETIONARY WITHIN PRECINCT
MINIMUM DECK LINE
TO UNION STATION (O.P.A. 333 SECTION 11.7(i))
SOUTH DOWNTOWN HIGH DENSITY MIXED COMMERCIAL - RESIDENTIAL AREA D
EXISTING BUILDING STRUCTURE EXTENDS BELOW GRADE
RETAIN EXISTING STONE PORTION OF BUILDING
PROPOSED GLAZED BRIDGE AT ELEVATIONS 272'-0" (82.904M) AND 304'-0" (92.660M)
PROPOSED PEDESTRIAN CONNECTION
MINIMUM BUILDING LINE
MINIMUM 16.5M X 14.0M RECESS IN BUILT FORM ENVELOPE LOCATED WITHIN MIDDLE THIRD OF SOUTH FACE, AND LOCATED AT WALKWAY INTERSECTION
PROPOSED SIMCOE STREET EXTENSION BENEATH TRACKS (O.P.A. 333 11.7(d))
RAIL CORRIDOR AND UNION STATION AREA
PROPOSED GO TRANSIT ENTRANCE (O.P.A. 333 SECTION 11.7(i))
TO TOWER FARE EAST
POSSIBLE FUTURE CONNECTION TO SIMCOE STREET
SOUTH DOWNTOWN HIGH DENSITY MIXED COMMERCIAL RESIDENTIAL AREA C
FINANCIAL DISTRICT A
THE ESPLANADE WEST
CONCEPT PLAN REQUIREMENTS
(i) TO (x) REFER TO CONCEPT PLAN REQUIREMENTS OF O.P.A. 333 SECTION 11.8.a
(i) BUILD-TO LINES
(ii) BUILT FORM ENVELOPES
(iii) PRIVATE OPEN SPACE OR ATRIUM (DESIRABLE)
(iv) ARCADES (POSSIBLE)
(iv) CANOPIES
(v) VEHICULAR ACCESS TO PARKING AND SERVICING AREAS WITHIN BUILT FORM ENVELOPE
(vi) PRINCIPAL PEDESTRIAN ENTRANCES
(vii) PEDESTRIAN ROUTES (O.P.A. 333 11.7.f) PRECINCT PLAN REQUIREMENT
(viii) PUBLIC STREET RELATED USES (80% OF SIMCOE AND FRONT STREET FRONTAGES)
(ix) MANNER OF LINKAGES TO ADJACENT PRECINCTS
(x) NOISE CONTROL (REFER TO ENVIRONMENTAL AGREEMENT)
(i) SETBACK LINES

CONCEPT PLAN

APPLICANT'S DRAWING **EXHIBIT A2.1**

APPLICATION NO. **2073**

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

AUGUST, 1988

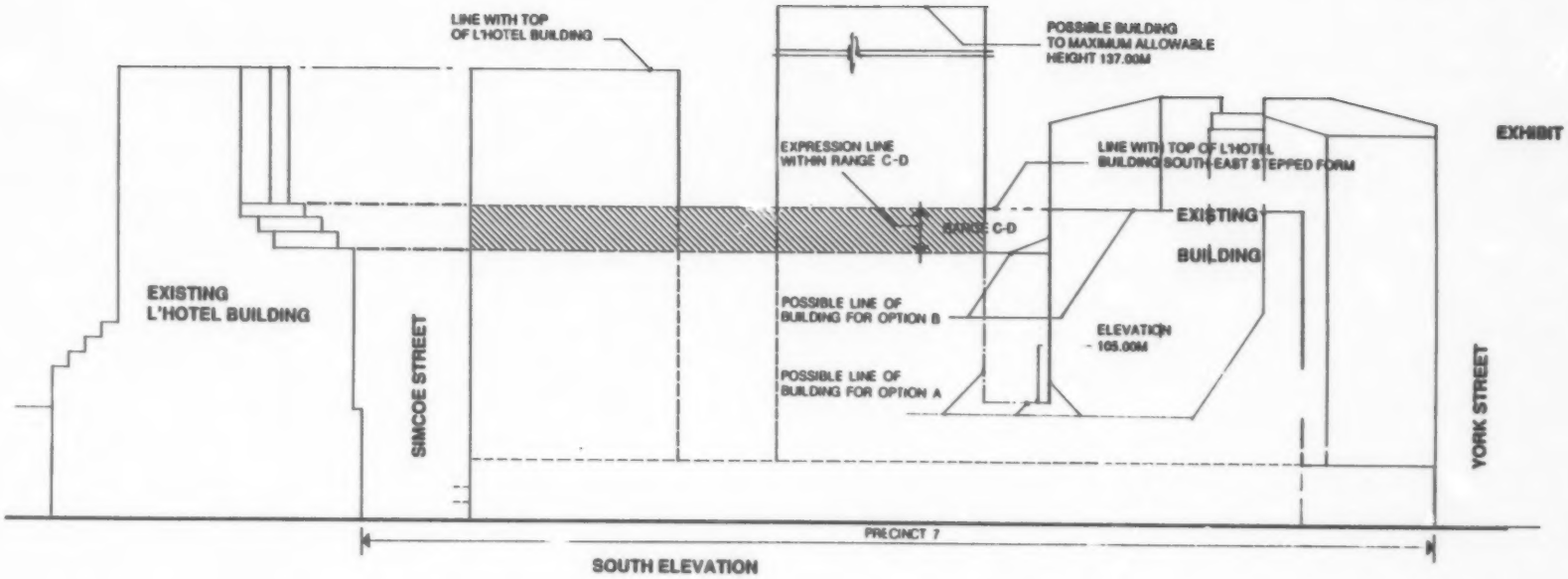


EXHIBIT A2.2-1

SOUTH ELEVATION

APPLICANT'S DRAWING **EXHIBIT A2.2-1**

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CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

REDUCED DRAWING

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AUGUST, 1988

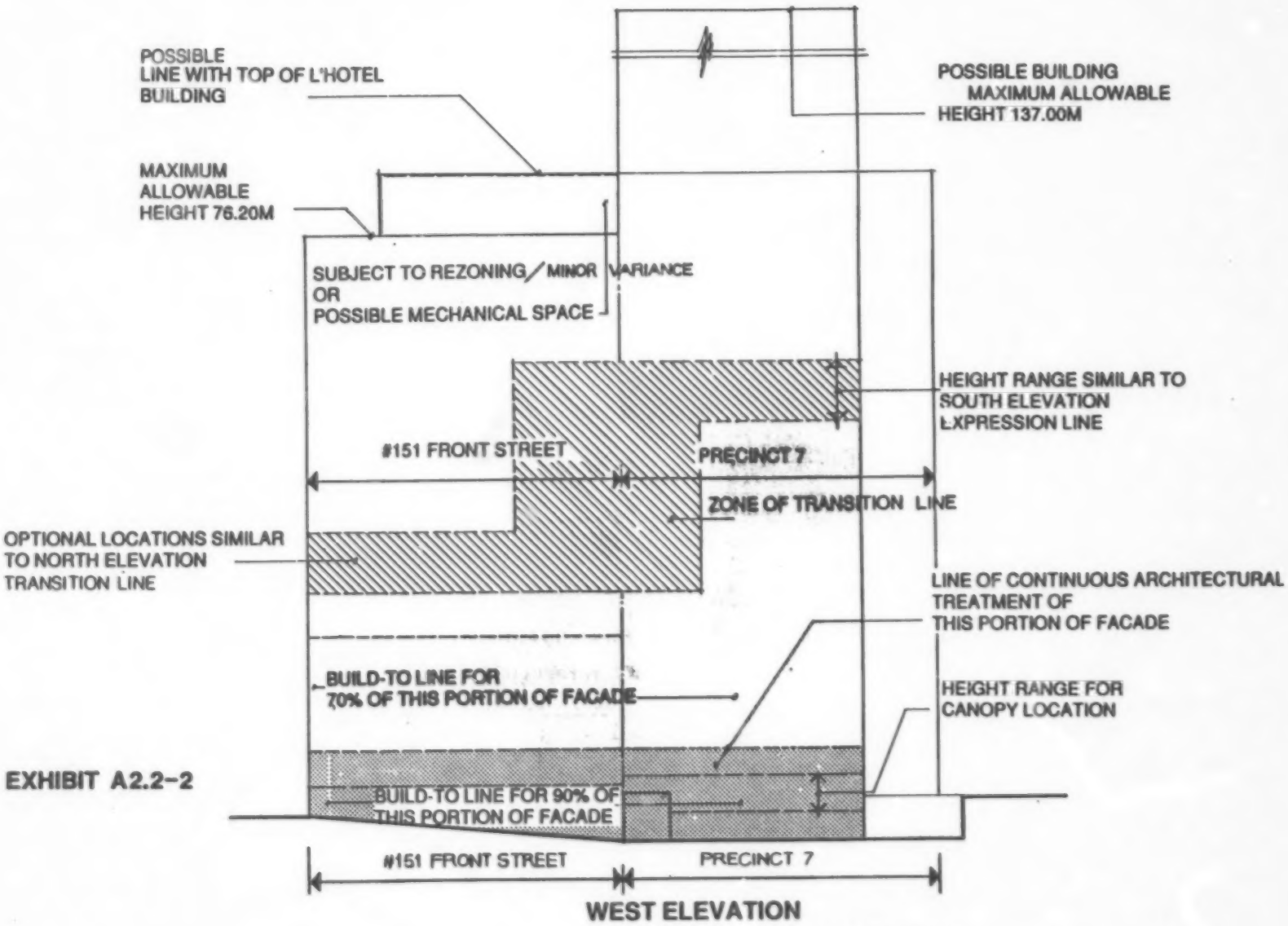

EXHIBIT A2.2-2

WEST ELEVATION

WEST ELEVATION

APPLICANT'S DRAWING **EXHIBIT A2.2-2**

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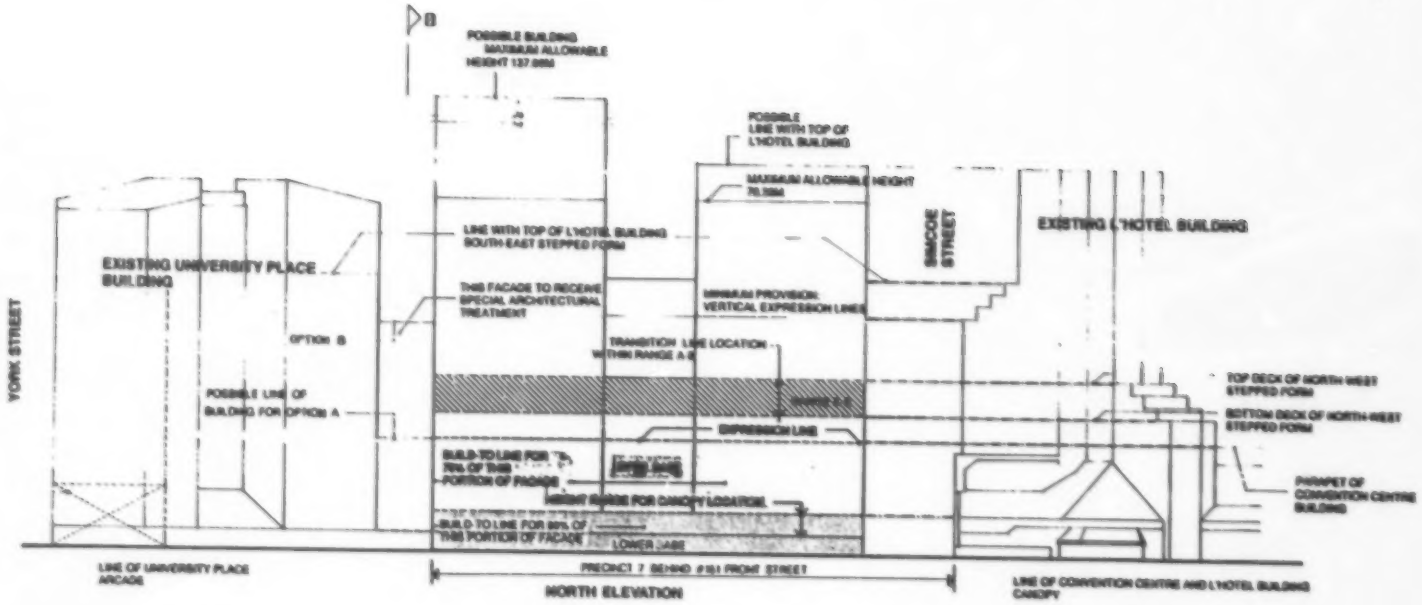
B
POSSIBLE BUILDING MAXIMUM ALLOWABLE HEIGHT 137.08M
C
POSSIBLE LINE WITH TOP OF L'HOTEL BUILDING
MAXIMUM ALLOWABLE HEIGHT 70.10M
LINE WITH TOP OF L'HOTEL BUILDING SOUTH-EAST STEPPED FORM
SIMCOE STREET
EXISTING L'HOTEL BUILDING
EXISTING UNIVERSITY PLACE BUILDING
THIS FACADE TO RECEIVE SPECIAL ARCHITECTURAL TREATMENT
MINIMUM PROVISION VERTICAL EXPRESSION LINES
YORK STREET
OPTION B
TRANSITION LINE LOCATION WITHIN RANGE A-B
POSSIBLE LINE OF BUILDING FOR OPTION A
TOP DECK OF NORTH-WEST STEPPED FORM
BOTTOM DECK OF NORTH-WEST STEPPED FORM
EXPRESSION LINE
BUILD-TO LINE FOR 70% OF THIS PORTION OF FACADE
PARAPET OF CONVENTION CENTRE BUILDING
MINIMUM HEIGHT FOR CANOPY LOCATION
BUILD TO LINE FOR 80% OF THIS PORTION OF FACADE
LOWER JUBE
LINE OF UNIVERSITY PLACE ARCADE
PRECINCT 7 BEHIND #191 FRONT STREET
LINE OF CONVENTION CENTRE AND L'HOTEL BUILDING CANOPY

NORTH ELEVATION

RETAIN STONE PORTION OF EXISTING 20 YORK STREET BUILDING BEYOND

EXHIBIT A2.2-3

NORTH ELEVATION

APPLICANT'S DRAWING **EXHIBIT A2.2-3**

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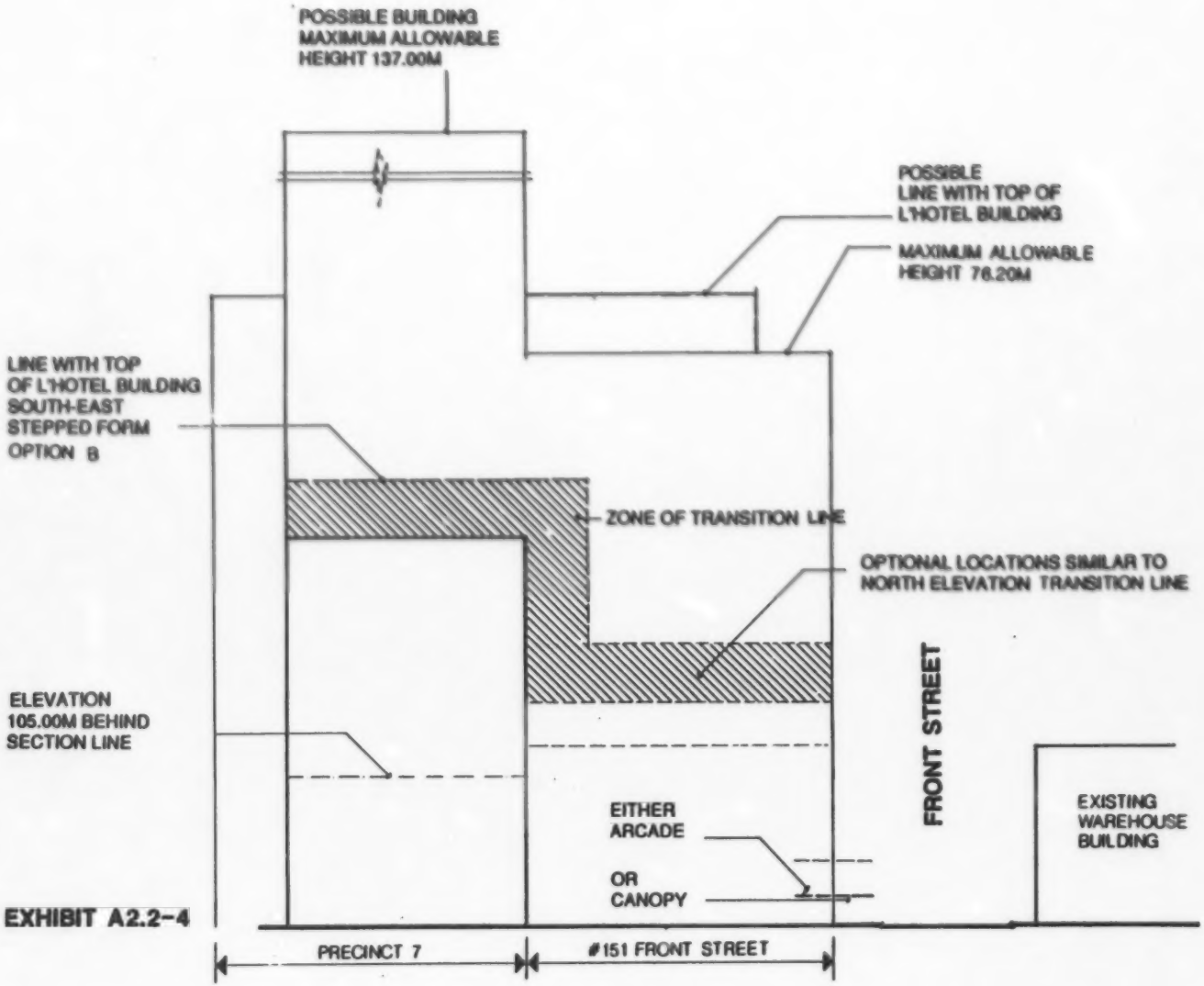
AUGUST, 1988



SECTION "B"

SECTION B

APPLICANT'S DRAWING **EXHIBIT A2.2-4**

APPLICATION NO. **2073**

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

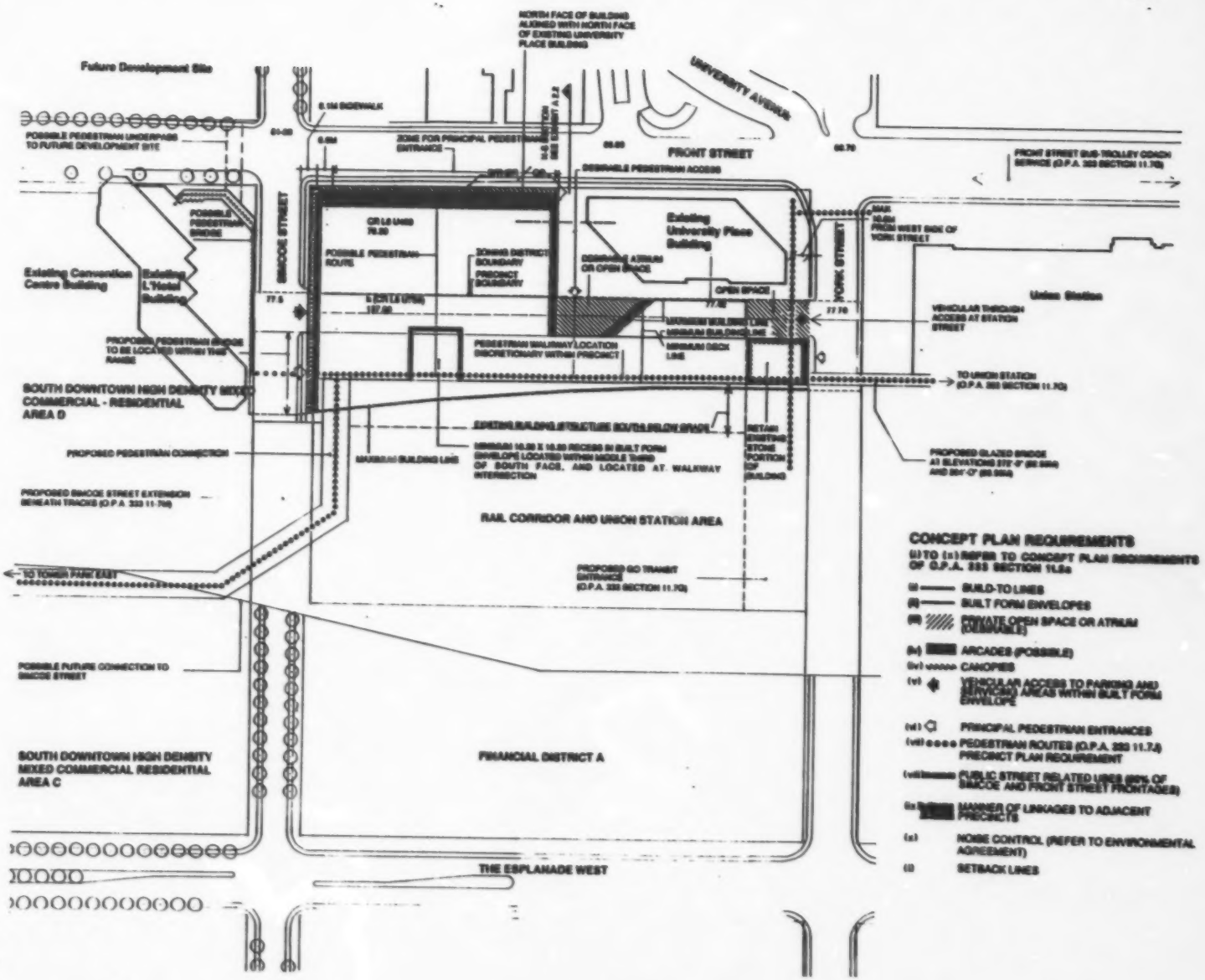
AUGUST, 1988

APPENDIX C

INDEX OF OPA 333, SECTION 11.7
REQUIRED PRECINCT PLAN INFORMATION

PRECINCT 7

	REQUIRED INFORMATION	DOCUMENT NO.
(a)	Streets and Roadways Intersections of Existing and Proposed	D1 & B5
(b)	Streets and Roadways Proposed Alterations to Alignment and/or Dimensions of Existing Streets	D1 & B5
(c)	Sidewalks - Intersections of Existing and Proposed	D1
(d)	Existing Municipal Services Proposed Municipal Services	B1 None
(e)	Existing Utility Services Proposed Utility Services	B1 B5
(f)	Schools	None
(g)	Transit Facilities - Ingress to and Egress from	A2
(h)	Leased or Conveyed Lands for Housing or Parks	None
(i)	Public Sidewalks	D1
(j)	Pedestrian Bridges, Tunnels and Mid-block Routes	A2
(k)	Timing: Relocation of Railway Uses	None
(l)	Implementation of Environmental Report Safeguards and Measures	Environmental Agreement Precinct 7
(m)	Linkages to Adjacent Precincts	A2
(n)	Archaeological Resources: Phasing of Investigations	Precint 7 Agreement
(o)	Policy Respecting Public Art and Cultural Facilities	Precinct 7 Agreement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FRONT STREET
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MINIMUM BUILDING LINE
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(i) SETBACK LINES

CONCEPT PLAN

APPLICANT'S DRAWING **EXHIBIT A2.1**

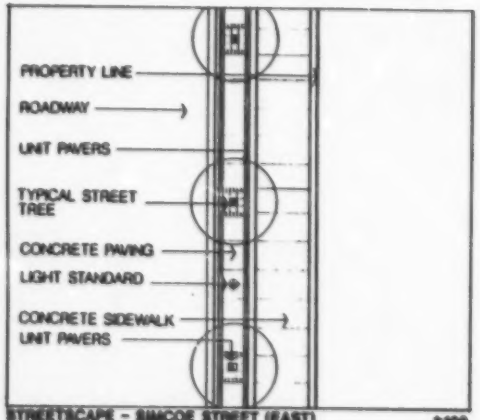
APPLICATION NO. **2073**

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

REDUCED DRAWING

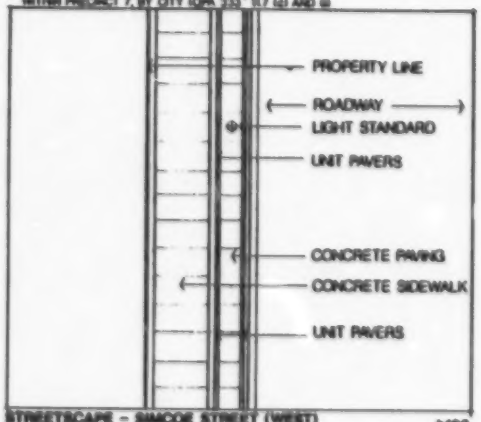
CENTRAL CORE AND WATERFRONT PLANNING DIVISION

AUGUST, 1988



STREETSCAPE - SIMCOE STREET (EAST) AND FRONT STREET (SOUTH) 1:100

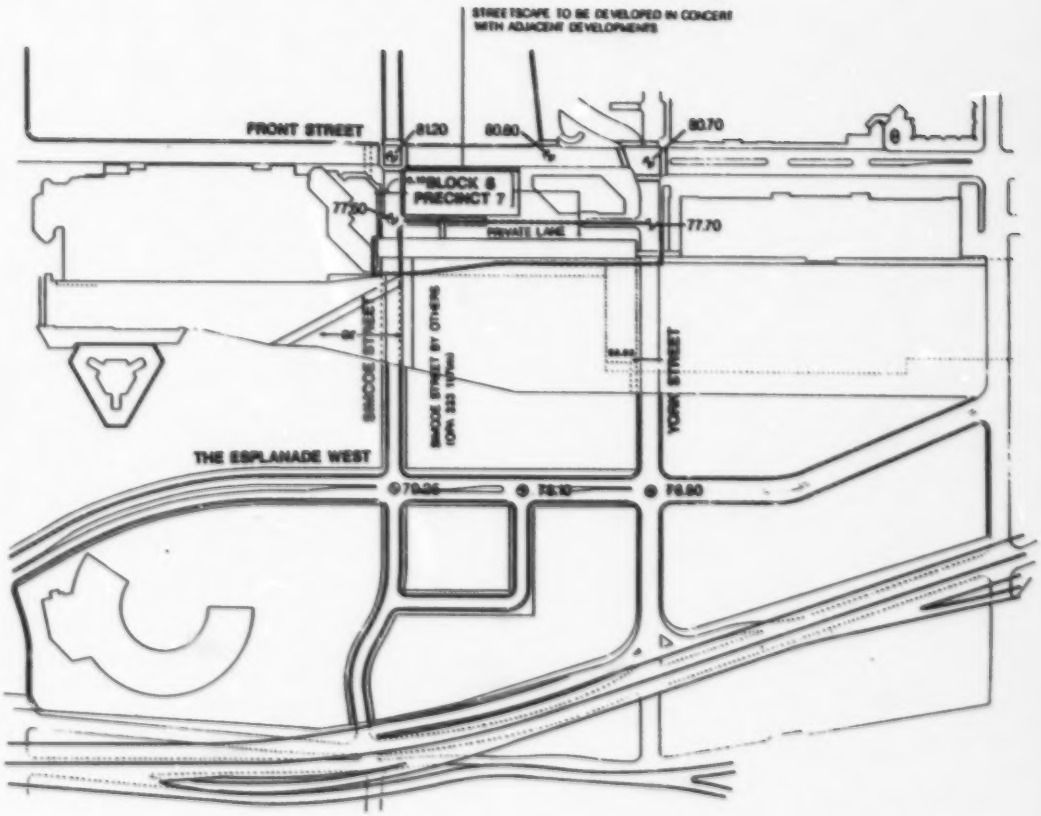
within PRECINCT 7, BY CITY (OPA 333) 11.7 (c) AND (d)



STREETSCAPE - SIMCOE STREET (WEST) AND YORK STREET (WEST) 1:100

within PRECINCT 7, BY CITY (OPA 333) 11.7 (c) AND (d)

NOTE: PUBLIC STREET AND SIDEWALK GENERAL TREATMENT:
(OPA 333 SECTION 11.7 (d)) STREET FURNITURE GENERALLY LOCATED IN VICINITY OF BUILDING ENTRANCES IN SUCH A MANNER SO AS NOT TO IMPEDE PEDESTRIAN CIRCULATION



STREETS

APPLICANT'S DRAWING **EXHIBIT D1**

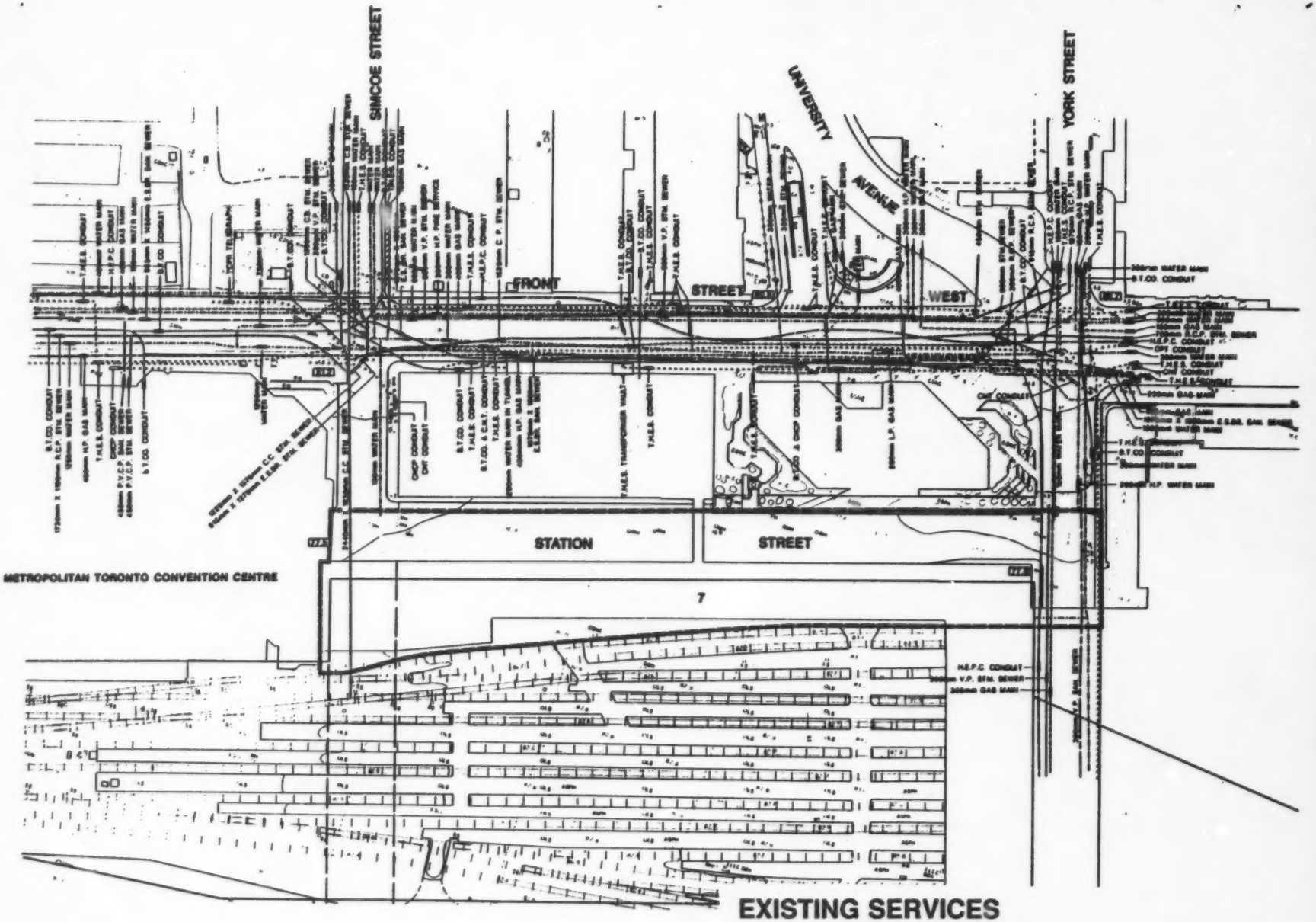
APPLICATION NO. **2073**

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

AUGUST, 1988



EXISTING SERVICES

APPLICANT'S DRAWING **EXHIBIT B1**

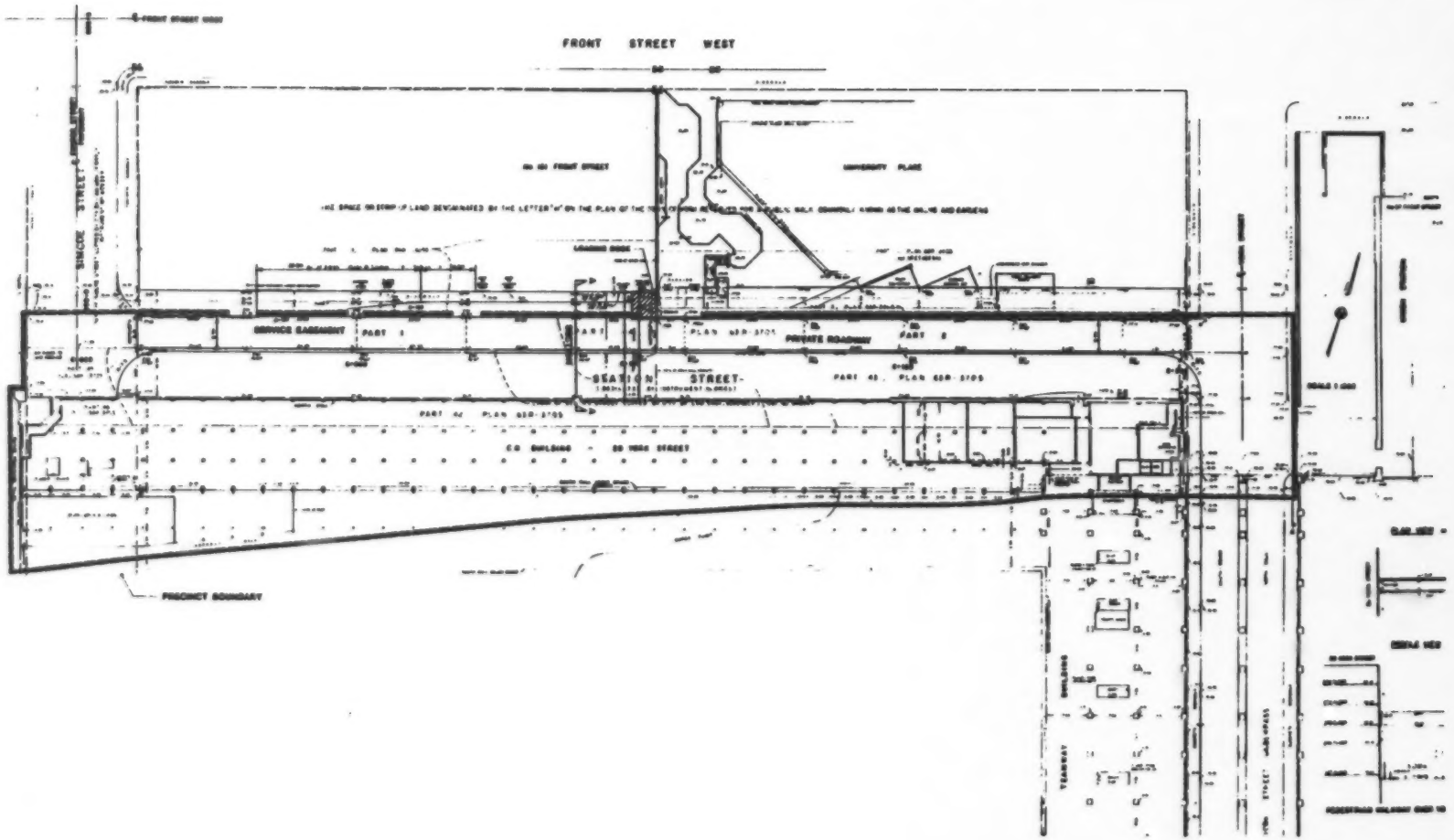
APPLICATION NO. **2073**

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

AUGUST, 1988



PRIVATE SERVICE LANE

APPLICANT'S DRAWING

APPLICATION NO. 2073 **EXHIBIT B5**

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
Robert E. Millward, Commissioner

REDUCED DRAWING

CENTRAL CORE AND WATERFRONT PLANNING DIVISION

AUGUST, 1988